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# Navy News

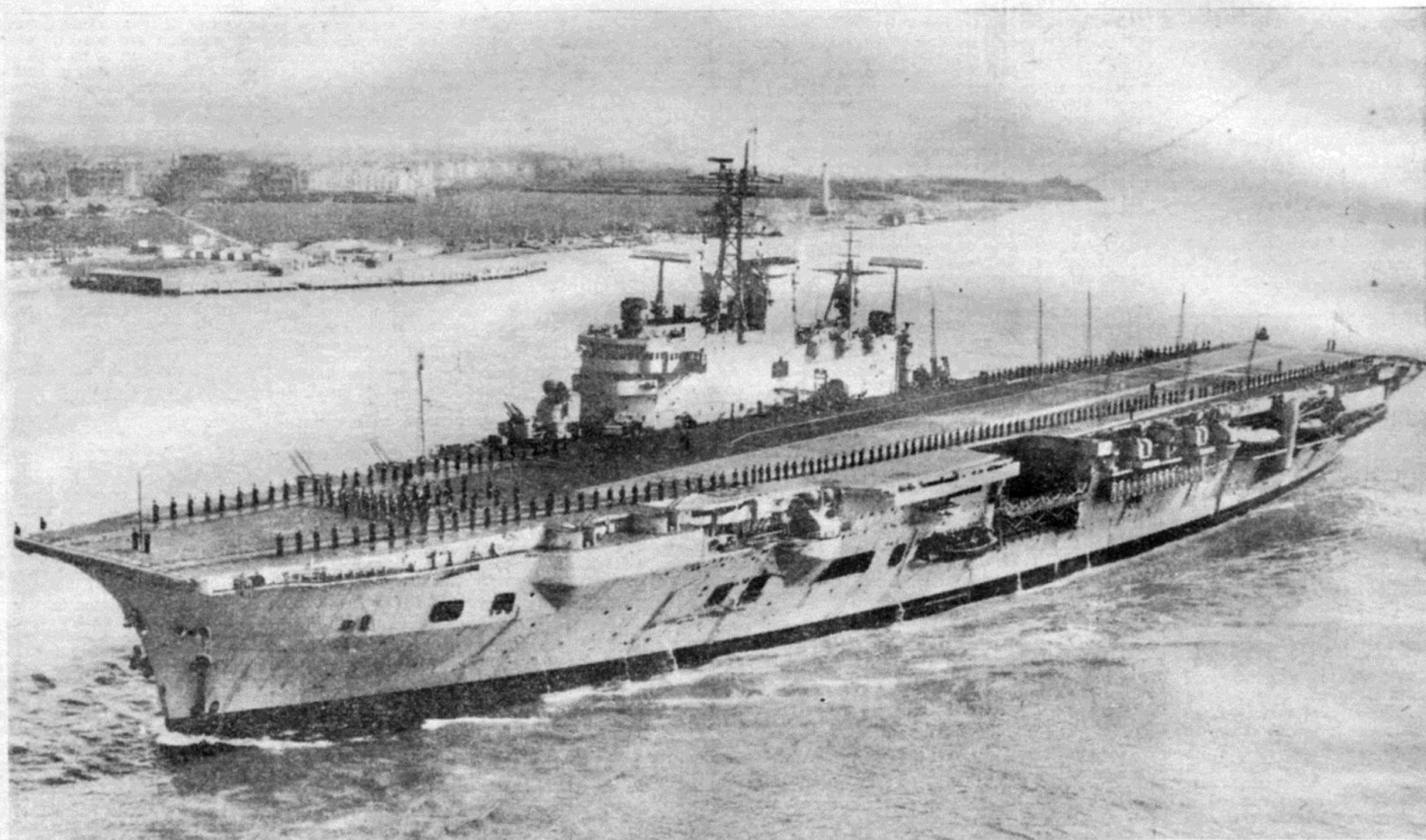
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No. 23 APRIL, 1956

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## ARK ROYAL AT PORTSMOUTH



H.M.S. Ark Royal entering Portsmouth Harbour, where she will remain for Easter Navy Days. This Fleet Aircraft Carrier has a displacement of 36,800 tons (46,000 tons full load). In peace time she carries 50 aircraft, in war 80 to 100, according to size and type. Ship's complement is 1,745

### Presentation of British Empire Medals (Military Division) in H.M.S. Victory

On Wednesday, March 14 Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., presented the above award to the following.

**Petty Officer R. C. Foord, R.A.N., O.N. 28204**

When a motor cutter of H.M.S. Vengeance carrying twenty-eight naval ratings foundered and sank in Port Phillip, Petty Officer Foord proceeded to the scene in a motor cutter and dived to the rescue of men in the water. He brought one man back to the cutter and then carried out artificial respiration on those already saved and in need of it.

**Chief Petty Officer Cook (S) George F. Salter, B.E.M., P/MX. 50585**

Awarded the British Empire Medal (Military Division) in the New Year Honours List, 1956, for outstanding zeal and devotion to duty while serving at the Royal Naval Air Station, Bramcote.

Chief Petty Officer Cook Salter has carried out his very necessary but often arduous and unspectacular work with zeal and devotion to duty. He has shown outstanding leadership and initiative in the organisation of cook staff and cooking routine which has been most successfully launched.

**Chief Petty Officer Herbert Isaac Richard Barnes, B.E.M., P/JX. 127193**

Awarded the British Empire Medal

### Drafting Forecast

#### COMMISSIONING PROGRAMME

##### FOR GENERAL SERVICE

April 10, 1956: H.M.S. Loch Killisport\* commissions for Home and East Indies Station.

May 8, 1956: H.M.S. Torquay\* (new A/S Frigate) commissions for Home and Mediterranean Fleets.

May 29, 1956: H.M. Ships Agincourt\* and Barrosa\* recommission at Portsmouth for Mediterranean and Home Fleets.

May, 1956: 800, 809 and 824 Squadrons form for service in H.M.S. Albion.

June 26, 1956: H.M.S. Albion recommissions for service in Home and Mediterranean Fleets.

August 8, 1956: H.M.S. Protector recommissions for service in South Atlantic.

August 8, 1956: H.M.S. Lynx (new

A.A. Frigate) commissions for service at Home and South Atlantic.

August, 1956: 820, 891 and 898 Squadrons form for service in H.M.S. Bulwark.

August 28, 1956: H.M.S. Warrior commissions for service in Home and Mediterranean Fleets.

September, 1956: H.M.S. Ceylon commissions for Service in W.I. and in Home Fleet.

##### FOR FOREIGN SERVICE

June 20, 1956: H.M.S. Concord recommissions at Singapore for Far East Station.

August 10, 1956: H.M.S. Newfoundland recommissions at Singapore for Far East Station.

*Note.*—The ships' companies of the ships marked\* have been completed.

(Military Division) in the New Year Honours List, 1956, for outstanding zeal and devotion to duty while serving in H.M.S. Excellent.

Chief Petty Officer Barnes is the most outstanding Chief Petty Officer Gunnery Instructor to serve in H.M.S. Excellent for many years. As well as an excellent Instructor,

Chief Petty Officer Barnes is a most effective organiser, particularly as President of the Chief Petty Officers' Mess and of the Gunnery Instructors' Association. He has been a leading athlete for many years and has devoted much of his spare time to coaching and encouraging young ratings in service sporting activities.

### Relief for Earthquake Victims

THE FAST minelayer, H.M.S. Manxman (Capt. D. S. Tibbits, D.S.C., R.N.) arrived at Beirut on Wednesday, March 21, after a 26-knot dash from Malta. She was loaded with urgently needed food, stores and equipment for the relief of the earthquake victims in the Lebanon.

In very quick time at Malta she had raised steam, recalled her liberty-men and embarked stores. On arrival at Beirut no time was lost in un-

loading the stores and in two hours the ship was under way again, bound for Port Said to refuel before returning to Malta.

This mission was not a new role for the Manxman. During the war she made many trips through the Mediterranean, taking food, stores and ammunition to Malta during the siege. Her high speed and large mining deck make her ideal for this sort of task when mines are not embarked.

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## Navy News

EDITOR

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O.B.E., F.R.G.S., R.N.  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 74571 (Ext. 2913)

### EDITORIAL

ON MARCH 21 the First Lord of the Admiralty delivered his maiden speech in the House of Lords. Speaking on the question of defence on its broadest issues he outlined the functions of the Services.

We attach such importance to this survey that we have published the speech in full.

In view of the fact that many of the visitors to Navy Days will be seeing this paper for the first time we have changed the content of the centre pages to depict Life in the Royal Navy in a series of photographs. We feel sure that our naval readers also will be interested in these pictures.

The NAVY NEWS album for H.M. Ships has proved to be most successful. As part of our service to readers, we offer this specially designed album, which may be obtained direct from the Editor, at cost price—5s., post free.

NAVY NEWS wishes its readers a very happy Easter leave.



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# OUR DEFENCE POLICY—THE FACTS

## An Important Speech by the First Lord of the Admiralty

LIKE THE Noble Lord, Lord Attlee, who spoke last week, I ask the indulgence of Your Lordships' House for my maiden speech after many years in another place. Indeed I ask for greater indulgence. There was no critical eye of a predecessor watching the Noble Earl for he is the only ex-Prime Minister in this House. But Your Lordships can muster seven of my predecessors as First Lord of the Admiralty including my war-time Chief to whose kindness I owe so much. In addition, to starboard of me on the Cross Benches there can always be (there is today) a formidable array of ex-First Sea Lords and Commanders-in-Chief with their guns ready to fire.

Today I am speaking for all three Services but I do not propose to go into details of each. If I did so, I should keep Your Lordships an unconscionable time. I therefore propose this afternoon to confine myself to our broad aims and to leave for our later discussions in separate debates on the Services the Government's detailed plans for carrying them out.

In commending this year's Statement on Defence, the first main point which I feel Your Lordships would wish me to make is that we must avoid regarding the problem of our defence as a purely national problem. Defence in isolation is today a contradiction in terms. We can only preserve our security if we stand together with our Allies and pool our efforts in the common cause. That is why Her Majesty's Government attach so much importance to the Alliances represented by N.A.T.O., S.E.A.T.O. and the Baghdad Pact.

### Nuclear Weapon

Your Lordships will, I know, agree that the primary deterrent to war must now be the nuclear weapon and the air forces which are the present means of delivering it. But this must be supplemented, as the White Paper explains, by an effective early warning system and by the ability of the forces of N.A.T.O. to hold the line until the nuclear counter-offensive has broken the force of the enemy assault. This demands a concerted effort from land, sea and air forces alike.

We need an effective shield of land and air forces to hold the line as far to the east in Western Europe as possible. Our contribution to that is the four divisions of B.A.O.R. and the 2nd Tactical Air Force. Even they are only part of the integrated international force under the command of General Gruenther which is deployed over a vast area from Norway to Turkey.

### Sea Communications

We also need strong naval and maritime forces to protect the sea communications on which Western Europe and, in a special degree, the United Kingdom depend. We could not possibly meet the mounting Soviet threat to these communications ourselves and our co-operation with the other Navies of the Alliance under the N.A.T.O. commands in the Mediterranean, the Atlantic and the Channel is an essential part of the deterrent. Your Lordships would be comforted to see—as I see—at close quarters how thorough that naval co-operation is.

### Air Defence

As for the air defence of this country, Your Lordships will no doubt recall that at their meeting in December the N.A.T.O. Council accepted recommendations for improving the air defences in N.A.T.O. Europe. As a result SACEUR now has authority to co-ordinate the various national air defence systems and bring about the closest possible integration and the maximum economy of effort. The linking of our radar screen with

the Continental net-work will give us greatly improved warning of attack, and the co-ordination of fighter and other defences will much increase the hazards which any bomber attacking this country would have to meet.

### Degree of Armament

There are of course many shades of opinion, even among those who accept the vital importance of N.A.T.O., as to how far we in this country should go in arming ourselves. The extremists of one kind would like us to build up forces capable of taking on all comers; but that policy would lead us rapidly into national bankruptcy. At the other extreme we have those hardly generous spirits who would leave all expenditure on armaments to America. Then there are those who would arm only so far as necessary to fight the cold war; it does not occur to them that this policy would spell the end of N.A.T.O.! Others again would have us invest heavily in thermo-nuclear weapons and apply a ruthless axe to our conventional forces.

We have, as the White Paper shows, to steer a middle course between these various impractical alternatives. We are members of the "N.A.T.O. club" and we are also the centre of the Commonwealth and a first-class power. As N.A.T.O. members we have to pay our way. More than this, we have to make a big enough contribution to give us a voice in the planning and the strategy. I heard some very friendly but very plain speaking on this subject during my recent visit to the United States. At the same time we must build properly balanced British forces, capable of carrying out our other commitments, which are not limited to Europe and the North Atlantic but are world-wide.

Our strategic interests demand not only the defence of Western Europe but the defence of the Middle East and South East Asia as well. We must therefore have forces deployed in these areas both to show our determination to help defend them against aggression, and to bolster the morale and resistance of countries which are threatened by subversion.

### Our Obligations

Your Lordships know well that in addition to our international obligations we have responsibilities for maintaining law and order in Colonial and Dependent territories, if the local security forces fail. There are those who are not slow to exploit any opportunity for intrigue and subversion among people without the sophistication to see through their schemes. We must therefore always be ready to meet calls for assistance in widely separated areas and often at very short notice. Since we cannot afford to be strong everywhere at once we rely partly on our highly mobile naval forces and partly on the Army's strategic reserve in the United Kingdom, as the most flexible and economic means of reinforcing trouble points.

### Deployment of Forces

How do we deploy our forces to meet these world-wide commitments? It is sometimes said that we are trying to do a little everywhere and are not really doing anything anywhere. I hope the White Paper shows that this criticism is not justified. I will take first the Royal Air Force. We have to have the Medium Bomber Force, which constitutes our most important contribution to the deterrent. We have to maintain an adequate air defence, whether by means of fighters today or later on by guided weapons. And we have to make our contribution to N.A.T.O. air power on the Continent in the shape of the Second Tactical Air Force. In the Middle East and Far East, air forces are deployed for the protection of British interests. To move troops and freight rapidly across the world between the various theatres there is a modest Transport Command, which some critics suggest should be bigger; and finally there is a small Coastal Command. I believe Your Lordships will agree that none of these activities could be dropped.

### The Army

The main function of the Army is, of course, its traditional one of preserving our security and contributing to the deterrent against world war. To this end troops are distributed all over the world from the Caribbean to the China Sea. The principal concentration of power is, however, in Europe,

where we have to meet our obligations within the N.A.T.O. Alliance. There are at present four Divisions and their supporting troops in Germany at a high standard of training and readiness. As Your Lordships will have read in the Statement on Defence, the Army in Germany has been carrying out extensive trials to determine the best organisation for nuclear war, which has imposed new problems of tactical organisation. In addition the Army is building up a strategic reserve as fast as its many other overseas commitments will allow.

But the Army must not only be capable of fighting in a global war. During the last ten years one of its principal tasks has been the support of the civil government in overseas territories for which the U.K. is responsible. This support has varied from anti-bandit operations in the jungle to internal security operations of the type now being carried out in Cyprus. I think it is a matter of general agreement that wherever our troops have had to undertake these difficult and unenviable tasks they have acquitted themselves with distinction.

### The Royal Navy

In peace-time the ships of the Royal Navy are spread out across the globe to protect the interests of this country and of the Commonwealth. They have undertaken these duties for centuries but they are as necessary as ever today. In addition, there are the flag-showing visits all over the world. No one should imagine that these visits are merely gestures to maintain a prestige which we can no longer afford. Most of them are made at the request of the Foreign Office, Colonial Office or Commonwealth Relations Office to places which for various reasons they wish to be specially singled out: the very successful exchange of visits between British and Soviet ships the other day is a good example. Requests to show the flag are very frequent, and the Navy is often severely stretched to meet them.

As for global war—should that occur despite all our efforts—the duty of the Navy would continue to be the protection of the supply lines to these Islands and to Allied bases overseas. We have to reckon with a power that could send to sea, before any nuclear bombardment began, a force of cruisers and a great fleet of submarines much larger than anything we had to face in the last war. Whatever the outcome of the nuclear bombing, our naval forces and those of our Allies must be capable of defeating those of any potential enemy if these Islands are to be saved from starvation.

### Reserve Forces and Home Defence

My Lords, I do not propose this afternoon to repeat much of what is said in the Statement on Defence, but there are two points that I should like to underline.

The first concerns our Reserve Forces and Home Defence. The possibility of thermo-nuclear war brings about a big change of emphasis in our policy for Reserve Forces. Some trained Reservists would still be used to reinforce the Regular Services, but the majority would be needed—at least in the first place—for the defence of this country and especially to help the civilian population. The struggle for survival would be a joint effort by the military and civil defence services, and in fact all the Armed Forces stationed in this country would have a major role to play. Considerable progress has been made, and we intend to make more during the coming year, in developing co-operation between the Armed Forces at home and the essential civilian services.

I would like to refer especially to three aspects of home defence planning. We must have an adequate warning system not only against the approach of aircraft but also against radio-active fall-out. We must work out instructions to explain to the public what are the dangers to be faced and what they can best do for their own safety and protection. And we must have a plan for the dispersal and re-deployment of our population thoroughly worked out with the local civil defence services and their essential control systems and communications.

There is no doubt that in these ways we can very greatly reduce the losses and casualties that would otherwise be inevitable in an all-out attack upon us. It is of course generally

agreed that we must give first priority, in apportioning our resources, to what we believe is necessary to avoid war. But we must face the fact that we may fail to avoid war. And I have no use for those individuals who are so appalled by the very prospect of nuclear war that they would have us do nothing to mitigate its impact on our people. Such a hopeless attitude simply pre-supposes defeat.

### Priorities

My second point on the Defence White Paper is the sentence in the opening paragraph which says "The main task of the past year, a task that will continue, has been to translate the policy set out in the 1955 Statement into a defence programme." What this comes down to in practice is the question of priorities. There are certain things which we must have; there are certain things we can agree to forgo; but there is a wide range in between, in regard to which there is no simple answer.

Let me illustrate this from the field of research and development. A thoroughly good case can be made out for nearly everything that gets into the research programme, but our aim must be to carry through quickly as much as can be done within a deliberately restricted field. We have to decide whether certain things on which the Navy sets store are of less or more importance than other things on which one of the other two Services sets store. And to get the greatest benefit any cut must obviously be made in projects which either have not been started or are in an early stage of development. Even so, if some part of the programme becomes seriously overloaded we must still be prepared from time to time to cut our losses and quite ruthlessly stop work on some project which has almost reached completion. The review goes on all the time, and it means close liaison and co-operation between Ministers and between officials of their Departments. An official committee, under the chairmanship of the Chief Scientific Adviser to the Minister of Defence, meets regularly and often to work out recommendations; and these are considered by the three Service Ministers and the Minister of Supply, with the Minister of Defence in the chair.

The Government's broad priorities for directing our defence efforts have met with general acceptance in the country. We must prevent another global war. We must be able to deal with the cold war, with outbreaks of limited war and to play our part effectively in global war should it break out. In allocating our resources we bear these four aims in mind, in that order of importance.

But now comes the headache of money and manpower. I will say more about manpower later in my speech. In terms of money we shall be providing for 1956-57 much the same as we provided for the current year, although there will this year be some underspending on the Royal Air Force owing to under-deliveries of aircraft. We must, alas, face the fact that the cost of defence tends to increase rather than diminish. The new weapons are more effective and more deadly than ever, but they are also more costly. For example, the anti-aircraft guided weapon is bound to be very much more expensive than the gun; and some idea of the cost and complexity of modern aircraft may be given by the fact that merely to check the full range of electronic equipment in a V-bomber calls for the use of 500 items of test gear. And I am afraid no comfort is to be found in the sort of argument which suggests that we can stop producing rifles and send half the troops home now that we have the H-bomb. An attractive theory, but in fact our forces must still be equipped to fight any kind of war—otherwise we can play no part in preventing aggression unless we are prepared to drop the bomb. For the most part the new weapons are additional to the conventional weapons, not in substitution for them. This may certainly prove to be only a transitional period for armaments, but for the present at all events the torpedo still has to live alongside the atom bomb, and the gun alongside the guided missile.

On the other hand, I hope I have also made it clear that this does not mean that we are going on with things because we have always done them or maintaining particular types of Forces because they have always

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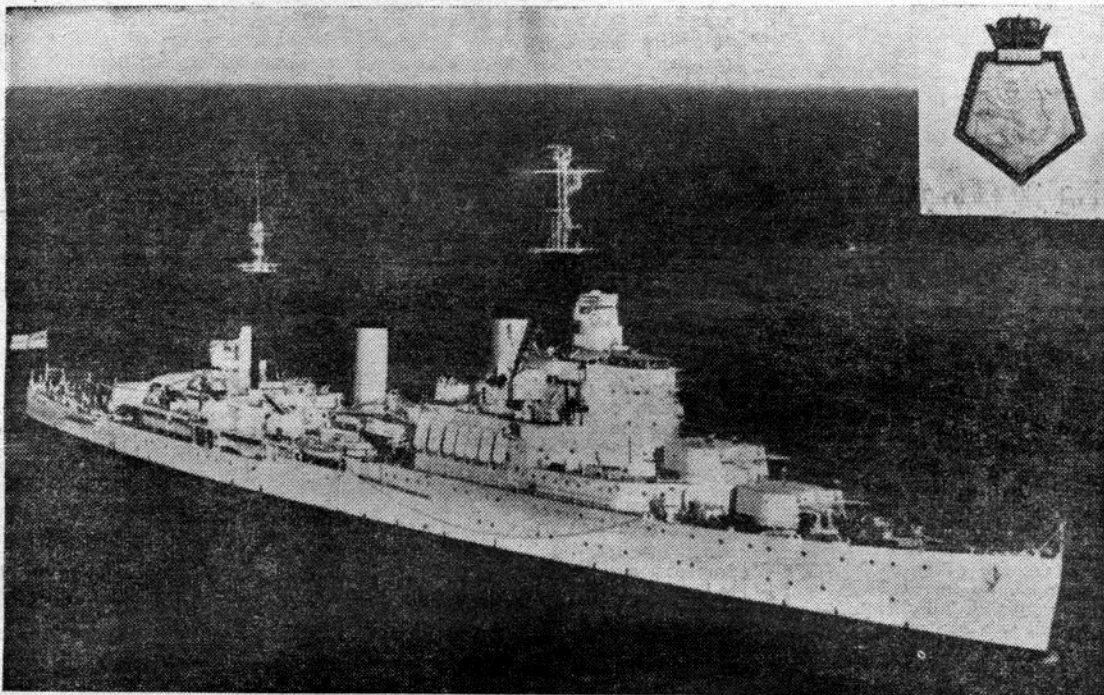
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# SHIPS OF THE ROYAL NAVY

## No. 7. H.M.S. KENYA



Length: 549 feet.  
Beam: 62 feet.  
Draught: 16 feet.  
Armament: 9—6 in.: 8—4 in.:  
18—40 mm. AA.  
Engines: Parsons geared turbines.

The Fiji Class cruiser, H.M.S. Kenya, first ship of her name, is a ship with a record of service during World War II in all the main theatres of operations. Her first commission extended over five years and included action in the Arctic, the Mediterranean and the Indian Ocean.

H.M.S. Kenya was launched in the Clyde by the Duchess of Gloucester and was commissioned in 1940. Almost immediately she escorted a convoy to Freetown, West Africa, spending Christmas Day chasing a raider.

On June 3, 1941, she had her first success against the enemy when a short chase ended in the destruction of a German tanker.

She afterwards served in Arctic waters and on one occasion sailed, flying the Hammer and Sickle and White Ensign, leading a force comprising the two Soviet Destroyers Gromki and Gramiatschi to sweep the

Norwegian coast. Installations at Vardo were bombarded.

In her first fifteen months of commissioning, H.M.S. Kenya steamed 81,000 miles.

The year 1942 saw Kenya in the Mediterranean, where she took part in numerous convoys to Malta, culminating in an epic battle in which the aircraft carrier Eagle was sunk against high-level, dive and torpedo bomber aircraft and packs of U-boats. Of fourteen merchantmen, five only reached Malta, and the weary escort had to face the run back to Gibraltar.

Wave after wave of bombers were driven off, and Kenya's guns glowed red-hot, but the Force succeeded in reaching the Fleet at Gibraltar. The Kenya herself was trucked by a torpedo, but struggled on beating off E-boats and U-boats.

She afterwards went to the Far East, where in May, 1944, the Eastern Fleet took the offensive in a carrier-based attack on Sourabaya. Escorted by British, French and Dutch warships, including Kenya, the carriers launched an assault which took the enemy completely by surprise.

In this new phase in the Pacific war, operations took place at the rate of

about one a month, in all of which except three, Kenya took part. During the bombardment of Sebang she destroyed an entire 6-inch gun battery with two salvos, and at Dedang she scored repeated hits on a vast cement factory.

By her fourth birthday, Kenya had steamed 219,732 miles in 739 days, including 9,553 miles in May, 1944; she had crossed "the line" eighteen times.

When she returned to the United Kingdom after the Pacific War, Derby, her home town of adoption, entertained more than 100 of her officers and men.

Late in 1946 she joined the America and West Indies Squadron for the first post-war cruise of the Squadron.

In 1949 she sailed for the Far East once more taking the Foreign Secretary (Mr. Bevin) to Colombo for the Commonwealth Conference.

When the Royal Navy joined United Nations Forces in the Korean area the cruiser was soon in action supporting the land forces and bombarding enemy targets. She was one of the cruisers in the bombarding force which covered the landings at Inchon.

(Continued from page 2, col. 5)

existed. On the contrary, we aim to get rid of anything obsolete at the earliest possible moment. But we have to remember that we and our allies will not be the aggressors. Therefore we cannot say that any particular date is the vital one. Most of us would agree that within the next ten to fifteen years the pattern of defence will change very radically from that of today. We can largely foresee what the principal changes will be and what weapons we shall have at the end of that period. But we must provide for the intervening period as well.

### A.A. Command

In certain matters we do take a calculated risk. For example, we have disbanded Anti-Aircraft Command in

this country; we are abolishing coastal artillery; we are drastically reducing the number of ships in the Reserve Fleet. What we cannot do is to say that there is no need to worry about anything before, say, 1970. In the 1930s the "no war for 10 years" rule came under serious criticism. No such rule now exists and I think most Noble Lords will agree that no such rule should exist. It is therefore quite illogical, indeed it would be very dangerous, to suppose that we can scrap this or that now, because in the 1960s we shall have a much more effective replacement. In the Services this kind of approach is called the "skip-distance mentality." It is the approach of the man so fascinated by thinking ten years ahead that he forgets we have commitments now. We are all in favour of looking ahead as far as we

can, but we have to take good care not to get lost in the realm of pure speculation.

### Manpower

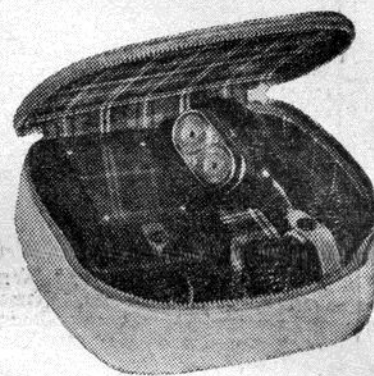
I turn now to the question of manpower. We have made, and will go on making, a considerable reduction in the actual numbers in the Forces. Three years ago the total active strength of the Forces was over 870,000. By April 1 this year it will be just over 770,000. In the next two years there will be a further reduction of 70,000. The full reduction of 170,000 over the five-year period will be roughly 20 per cent of the strength of the Forces in April, 1953. This represents a major effort, for if it is true that certain commitments have been reduced, others have come along. I think these figures dispose of the argument that the Services are indifferent to their claims on the nation's manpower. On the contrary, my Service colleagues and I have continually made every effort to secure the most economical use of manpower.

It must be obvious that total numbers in each Service are affected by the proportion of Regulars, and again by the division of those Regulars into shorter-service and longer-service groups. For example, an Army composed entirely of Regulars could certainly afford to be substantially smaller than an Army half of whom were National Service men, mainly because the training commitment would be reduced. And an Army of Regulars on 9-year engagements could meet its commitments with fewer men than an Army on 3- or 4-year engagements. We in the Navy have never introduced a very short regular engagement. The Army and Air Force are glad to have the short-term Regulars. But all three Services now want men to come in on the longer engagements, and to sign on again for pension in due course.

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Your Lordships will be aware of what we have done in the matter of pay and pensions to make the Service career attractive. I would like to underline the fact that the new departure here is the higher rate of pay, from the outset, for the man who commits himself to the longer engagement. We hope that this will help materially to build up the long service regular elements. With the same object in view we have substantially increased the rates of pay for petty and non-commissioned officers, and we made important improvements in pensions.

It will be some time before we can see how far our plans have succeeded. Some immediate increase in recruiting and re-engagement will not necessarily be a sure indication of the eventual outcome. These are long-term plans to reverse a long-standing unsatisfactory trend, and personally I shall want to wait at all events a couple of years before risking a firm opinion on their ultimate success.

### Living Conditions

Meanwhile I want to emphasise that the Service Departments are not content merely to increase pay and then to sit back with folded hands to await results. In particular, we are doing all we can to improve living conditions both for married and for single men. A few figures may give some idea of the colossal amount of work to be done. More than half of the Navy's shore buildings were never designed as permanent accommodation in the first place. And three-quarters of our permanent buildings were put up before 1914. We estimate that we shall have to spend some £70 millions to house our officers and men in satisfactory conditions. The Army have started work on a barrack rebuilding programme for the United Kingdom which when it gets into full swing will call for an average expenditure of £20 millions a year, spread over 20 years. The Royal Air Force as the youngest Service have not the same heritage of elderly buildings, but they still occupy a large number of huddled camps built during the war and a few built in the first war; they are giving these up as fast as they can build new.

We are all going ahead with building married quarters, and in the Admiralty we are also giving all possible attention to our own additional problem of making ships more comfortable to live in. Soldiers do not

have to live for long in their tanks, nor airmen in their V-bombers, but a ship is a sailor's home for long periods, and we must spare no effort to make it a reasonably pleasant home. Both in our new construction ships and in our modernisations and conversions we are improving living conditions in every way we can.

### Conclusion

To sum up, I submit to Your Lordships that the Government's defence policy is sound and practicable. The broad priorities which we recognise for planning purposes will I hope be accepted by Your Lordships as sensible and realistic. We believe that in applying these priorities to regulate our various efforts we are managing to keep the programmes flexible and reasonably well balanced. We should of course all like to see a reduction in the burden which the defence programme imposes on our national effort. We shall continue to do all we can to secure a workable scheme of disarmament throughout the meetings of the Disarmament Sub-Committee of the United Nations, now being resumed here in London. But until we can see promising and concrete results in that field we must continue our defence measures on the lines which I have sketched very broadly to Your Lordships this afternoon.

I commend this year's Statement on Defence to Your Lordships' House.

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## SHIPS OF THE ROYAL NAVY

### No. 7—H.M.S. KENYA

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## W.R.N.S. NOTES . . .

### Wren Flies in Jet to Sick Father

A WREN serving in a Naval establishment in Pembrokeshire recently flew in three types of Naval aircraft when granted compassionate leave to go to the bedside of a sick relative. She flew in a helicopter, a jet fighter and a piston-engined aircraft.

The Wren, Vicky Renouf, a telephone operator at H.M.S. Harrier, Naval School of Aircraft Direction, was informed by telephone by the police in St. Helier, Channel Islands, that her father was critically ill. The following morning she was flown by helicopter from H.M.S. Harrier to the Royal Naval Air Station, Brawdy. From there she was flown in a Vampire jet fighter to the Royal Naval Air Station, Ford, in Sussex, and from there flew on to Jersey in a Devon aircraft specially made available from the headquarters of the Flag Officer Air (Home) at Lee-on-Solent. Although the weather was bad, she completed the journey in a few hours.

### PORTSMOUTH COMMAND

PORTSMOUTH COMMAND W.R.N.S. Units have had a comparatively quiet month, but with some outbursts of violent activity! We have survived Inter-Command Hockey and Netball, and can now rest on the laurels won at the Drama Festival. Congratulations to the W.R.N.S. of all Units taking part in the Festival, those in the limelight, and those who kept their fingers crossed for them backstage. A special word of congratulation to H.M.S. Collingwood, whose team, with Second Officer S. V. A. McBride, W.R.N.S. in the female lead, won the Portsmouth Drama Cup by a narrow margin from H.M.S. Vernon with their production of an excerpt from "The Deep Blue Sea." The whole contest was close and most interesting, and gave us excellent entertainment on each of the three evenings.

### H.M.S. VICTORY

We offer many congratulations to First Officer R. E. Pallant, W.R.N.S., on her recent promotion, and we shall be very sorry to lose her from the Portsmouth Command when she takes up her new appointment in H.M.S. Dauntless at the end of April.

### H.M.S. EXCELLENT

Many of the W.R.N.S. from the Unit attended the very good Ship's Company Dance on Wednesday, March 14. L./Wren C. Hall was the lucky winner of the most enormous Easter egg offered in the raffle.

A parade and inspection was held in Whale Island on Sunday, March 11, for the Girl and Boy Cadets of H.M.S. Excellent. The inspection was

made by Capt. R. Casement, O.B.E., R.N. The Cadets and their parents attended Whale Island church, and had coffee afterwards.

### SPORTS NEWS

Second Officer E. H. Scott, W.R.N.S., and L./Wren Jean Wiggins will be appearing in the London Evening News Series of Service articles on Sport. Second Officer Scott has captained the W.R.N.S. team at Windsor Horse Show, and L./Wren Wiggins attained the highest score in the Inter-Service Shooting Match this year.

### Rifle Shooting

P.O. Wren Howard and Wren Baker, of R.M. Barracks, Eastney, were awarded Marksman's Badges after a two-day course at Tipnor Rifle Range.

### Inter-Command Hockey

The members of the Portsmouth Command Hockey Team were reported in the March issue of NAVY NEWS. Portsmouth were beaten in the first round of the Championships at H.M.S. Dauntless by Air Command, but it was an exciting game, and Portsmouth put up a very good fight! Our match against Plymouth gave us a win for third place and we were all delighted that Wren E. D. Scotton, of H.M.S. Vernon, and L./Wren Z. Elliott, of R.M. Barracks, were selected to play in the Service Trials. Congratulations to Wren Scotton, who went on to play centre-forward for the W.R.N.S. team in the Inter-Service matches.

### Inter-Command Netball

Portsmouth Command team was as follows: P.O. Wren Evans (H.M.S. Excellent), Wren Hatton (H.M.S. Victory), Wren Bendle (H.M.S. Vernon), Wren Newman (H.M.S. Victory), P.O. Wren Streeter (H.M.S. Excellent), Wren Burtenshaw (H.M.S. Collingwood), Wren Perry (H.M.S. Victory).

The team are to be congratulated on reaching the Finals of the Championship, and on an exciting game which resulted in their defeat by a single goal to Nore Command. This is a particularly fine effort in view of the fact that the entire team had to be re-organised as Wren Sinclair contracted tonsillitis at the last moment. It was very bad luck for her, and it is hoped she is now completely recovered. We enjoyed the visit of the other teams, and were honoured in having the Cup presented by the Commander-in-Chief, Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O.

Second Officer M. Morris, W.R.N.S., of H.M.S. Collingwood, selected the Portsmouth and Air Command Netball teams.

## Motoring Notes

### Learner Drivers

FOR THOSE of you who are learning to drive I can recommend a very useful booklet which will help to overcome the main obstacle of the driving test—the oral examination on the Highway Code.

This booklet, entitled "The Learner Driver's Oral Guide to the Ministry of Transport Driving Test," is compiled and published by Cdr. C. L. A. Woollard, R.N., of "Evenkeel," Dorset Lake Avenue, Parkstone, Dorset, and costs ninepence, plus postage, i.e., one shilling.

### Veteran Cars

For those interested in Veteran cars, Cdr. Woollard is also President of the Horseless Carriage Club. Apart from taking part in the annual London to Brighton Veteran Car run in his 1895 Leon Bollee Tricar, he also gained a considerable reputation for his journey just before the Second World War from Bromley to Paris and return in a 1903 single cylinder De Dion Bouton.

I have no doubt that anyone interested in Veteran Cars will be made welcome by Cdr. Woollard if they care to contact him at his home in Poole.

### Running-in Compounds

I have often been asked for advice about the use of graphited running-in compounds, particularly in new cars fitted with oil filters.

As this is a controversial question, I have referred not only to the makers of the compounds but also to three of the filter manufacturers. The unanimous reply is quite definitely that those compounds containing colloidal graphite are beneficial and can be used with safety when filters are fitted to the engine.

The filters will in fact gradually remove the graphite from the oil but so gradually that the graphite is in circulation much longer than is necessary to achieve its object. There is little point in repeating the dose after the first oil change.

Incidentally, the opinion of some ill-informed mechanics that graphite will block the filter and cause bearing failure is sheer nonsense and is best ignored.

### Dates for your Diary

Apr. 2 Easter Monday Meeting. Goodwood.  
 „ 7 General Practice Day. Goodwood.  
 „ 14 Members' Meeting. Goodwood.  
 „ 15 Hill Climb. Brunton.  
 „ 21 International Meeting. Aintree.  
 „ 25 S.W. Centre B.A.R.C. Meeting and Film Show.  
 A. E. MARSH.

## Friendly Wives

### NORTH END BRANCH

A VERY pleasant afternoon was spent by our members at Fisher Hall, Whale Island, on Tuesday, March 6, when Lady Rayne and her choir came over from Alverstoke and entertained us with a very charming and varied selection of songs, which were much enjoyed. A vote of thanks was proposed by Mr. Doig. The Raffle, a mammoth bunch of snowdrops was won by Mrs. Couzens, one of the choir. Our meetings are held on the first Tuesday of each month—2.30 to 4 p.m., any naval wives will be most welcome.

### H.M.S. VERNON BRANCH

H.M.S. VERNON Branch held a General Meeting in the Wardroom Annexe, H.M.S. Vernon, on Wednesday, March 14, at 2.15 p.m. Mrs. J. Grant, Chairman, presided.

After welcoming new members, the Chairman announced, with regret, the resignation of Mrs. F. Coxwell who has been the Hon. Treasurer for the past two years. Mrs. Grant said how sincerely the Branch appreciated all the work and helpful co-operation she had continuously given over this period. Our new Hon. Treasurer is Mrs. Bartlett, 254, Devonshire Avenue, Southsea, and are more than grateful to her for most kindly agreeing to take over this work for us.

A Beetle Drive run by Mrs. Coxwell provided a happy afternoon's entertainment. Prizes for this, given by Mrs. Walmsley, Mrs. Brewer and Mrs. Brooks were presented by Mrs. Pink to the winners, Mrs. Goldsmith and Mrs. McIntosh. The third prize was won by Mrs. Pink.

A very lovely box of chocolates, given by Mrs. Pink was raffled by Mrs. Brewer and won by Mrs. Mason.

Wrens Hutchinson and Shearns very kindly volunteered to look after members' children in the Guest Room and we are most grateful to them.

### Future Events

General Meeting, Wednesday April 11. Cinema Show of three British Transport films in colour, 2.15 p.m. Titles: "Capital Visit," "The Heart is Highland" and "Moving House." Sewing Meetings, April 4 and 25, 2.15 p.m.

### Whist Drive May 16

The Branch has been asked to organize a Whist Drive in aid of The King George's Fund for Sailors! This will be held on Wednesday, May 16 at 2.15 p.m. in the H.M.S. Vernon Cinema. There will be an attractive

affle and prizes and we hope all our members will come and bring as many of their friends as possible. Tickets will be available at the next meeting at 2s. each, inclusive of refreshments.

### New Members

All wives whose husbands have served in H.M.S. "Vernon" for any period and who are still serving in the Navy are eligible for membership of this Branch and will be welcome at any meeting.

### Under 5 Club

This club is for the use of children of all R.N. and R.M. serving officers and men. The club is open on Thursday and Friday afternoons from 2-5. New members welcome.

47, Commercial Road, Portsmouth. Tel. 70087.

### GOSPORT & FAREHAM BRANCH

OUR BRANCH meeting was held in a very subdued atmosphere. We had just heard the news of the death of our President, Mrs. Woods, wife of Rear-Admiral W. J. Woods (Admiral Commanding Submarines). We were very pleased to have with us Reverend Grant, of H.M.S. Collingwood, who led our prayers. We were given a very interesting talk with a film by Mrs. Wrenn of the Women's Advisory Council on Solid Fuel, on "Heating Your Homes."

Our next meeting will be held on Thursday, April 5, at the Sloane Stanley Hall, Crossways, Gosport, at 2.30 p.m.; we are holding a Social Afternoon and looking forward to welcome members of North End, Southsea and Vernon Branches.

### PORTSMOUTH BRANCH

IT IS with great pleasure that we welcome Mrs. Winter, who has kindly agreed to become the Honorary Secretary and Treasurer of the Portsmouth Branch. We thank Mrs. Orchard, who has so kindly dealt with all the work of running the Portsmouth Branch for so long. Mrs. Winter, who lives at "West Winds," 12 Wildly Road, Cosham, will be pleased to deal with any queries about the Portsmouth Branch of the Friendly Wives, and will also put any prospective members in touch with the Secretaries of the North End, Southsea and Vernon Branches.

### SOUTHSEA BRANCH

AT THEIR meeting on March 13, the Southsea Branch held a Round Table Conference and general discussion on the affairs of the Branch.

(Continued in column 1)

## MODERN TROOPING . . .

GOING ABROAD? Will your family be following you out? Then the chances are that if you are going to the East Indies, or the Far East, you will be travelling by troopship. The old name of troopships dies hard and you will have probably heard many unhappy tales of life onboard. That is a thing of the past. It is fair to say that at the present time, in the majority of troopships, your family will travel as comfortably as they could expect to travel in beautifully modernised ships, as good, in accommodation certainly, as most commercial ships. Junior ratings travel in troopdecks, well ventilated and reasonably spacious. They sleep in standee bunks with good mattresses and a change of mattress covers, sheets and pillow cases every ten days. There are well-run cafeteria system dining rooms for the troops. For those who like to complain, there is a messing committee organized on-board which listens sympathetically to all complaints and puts right all genuine grievances, and generally endeavours to satisfy the requirements of the majority.

Families all travel in cabins of either "A," "B" or "C" Grade; approximating 1st, 2nd and 3rd Class. In some ships, junior ratings travelling with their families are allowed to eat in the dining rooms with them, depending mostly on the space available. Obviously, if the ship is fully berthed there is no room for this. Considerable effort and vast sums of money are spent each trip in maintaining as high a standard of comfort onboard as possible. It is, unhappily, a fact that the most common complaint is that wives have to share cabins. It is as well to remember that few of us would have enough money to travel in a single cabin even in a commercial liner.

Apart from troopships, there is a considerable amount of travel these

days in commercial ships. This particularly applies to the South African Station, Bermuda, the United States, and Canada. Naval families then are the care of the company concerned. It is interesting to note that while it may be exciting to travel in a modern liner, the cabin accommodation is invariably less spacious, and often less well appointed than in troopships. Ratings, of course, do gain, because they then travel 3rd Class instead of troopship.

There is in being a vast movement organization, with units in ports and air stations throughout the world where service personnel are likely to travel. It is run by the three services and the Ministry of Transport. The Naval Section is under the direction of the Director of Movements, Admiralty. It is responsible for every detail of service travel. Passports, international medical documents, railways, sea and air travel for both personnel and freight, and finally, assistance at the port of embarkation or disembarkation. Intending passengers may inform the Naval Embarkation Offices at the Ports of London, Southampton and Liverpool of their time of arrival by train and every assistance is given them. They are met and transported from the station to the ship; or in the case of London, to the plane. If it is necessary to spend the night at the port, it is possible to have accommodation arranged at prices within the family budget, some of which is recoverable. It is well to remember that the Naval Embarkation Offices are in existence primarily for the assistance of passengers. Owing to the nature of the work there can be no distinction between the various ranks and ratings of the facilities available for the passengers. The same facilities that exist for a high ranking officer are there for the most junior ratings' wives and families. With sufficient warning, it is possible

to have an experienced member of the Welfare Staff of the Royal Naval Barracks on hand to deal confidentially with any domestic queries.

Under the present scheme it is not possible to forward luggage in advance at Admiralty expense. If, however, anyone wishes to do so at their own expense, it is possible to give every assistance in checking its safe arrival at the port of embarkation and ultimate loading in the ship. Nearly everyone worries about the safety of their luggage, but experience shows that it is unnecessary. Over a period of several years and millions of packages, only about half a dozen have been mislaid for long and there is no record of any lost without trace and never recovered. It is essential to have all boxes, cases and even the last minute brown paper parcel securely fastened, clearly labelled with the owner's name, destination and name of the ship. Events have proved that it can then be dropped out of a train window and still arrive—eventually!

It is important to remember, even if you are not expecting to travel for some months, that the organization exists, and that it can only help you if it knows your particular problem. All sorts of unusual requests have been easily solved, from providing a night light for a young child to special foods for invalids. (A troopship recently put into Algiers for bananas!)

Finally, it is comforting to know that this wide organisation, with its immediate knowledge of all air, sea and rail travel facilities throughout the world, is also available for the speedy transport of compassionate cases. There was recently a request received from a father for his son, in a troopship expecting to sail from Port Said, to be brought home quickly. Within forty-eight hours of the request, the man was in his home in Hampshire.

(Continued from column 5)

After the Chairman had opened the meeting, brief reports of the activities during the past year and the finances were read, and then various suggestions were put forward and discussed by the members.

There is a keen demand for seats in the buses for the summer outings. On May 16 there will be a half-day outing which will take some members over a factory at Petersfield and then for a tour of Sussex. On June 13, over seventy members are going on a day trip to Canterbury.

The meeting this month is on Monday, April 9, when there will be a demonstration on confectionery making by a representative of the Southern Gas Board.

See page 16  
for  
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## Have YOU a personal problem . . ? ASK JOHN ENGLISH

### Re-engagement

ON MAY 29, 1955, I purchased my discharge on compassionate grounds—I was then a Leading Seaman passed for Petty Officer and had been on the roster fifteen months.

The compassionate grounds no longer exist—I was wondering how I would stand if I do decide to re-enter the R.N.

I would be much obliged if you could answer the following questions:

1. Could I complete the 12 years—of which I have done 8 years 9 months?

2. Do I re-enter as a Leading Seaman and how would I stand having passed for Petty Officer?

3. What are the new rates of pay?

**Answer:** In reply to your letter of February 16, you will not now be allowed to complete your previous 12 years Continuous Service engagement should you decide to re-enter the service. You will have to complete a fresh engagement, and under the new regulations, just promulgated, this could be either "to complete 14 years' service reckonable for non-effective benefits" or, as you have already over 8 years' service to your credit, "to complete time for pension."

You would have to re-join as an A.B. and the date of your re-entry would count as your date of passing professionally for Leading Seaman. The time for advancement to Leading Seaman in the Portsmouth division is at present about 10 months. Your date of passing for Petty Officer would be adjusted upon your date of re-entry.

The new rates of basic pay, effective from April 1, are as follows—and you would receive K.U.A. Badge Pay, Marriage Allowance (if eligible), Ration Allowance (where entitled), Grog money, etc., at existing rates:

A.B., 18/6 per day; after 9 years, 20/- per day; Leading Seaman, 22/9 per day; and after 9 years, 24/9 per day.

The rates of pay quoted for A.B. assume you have a 3rd Class S.Q. or star qualification. The rate quoted for Leading Seaman also assumed this qualification.

### Clasps to Long Service and Good Conduct Medals

COULD YOU through NAVY NEWS enlighten me with regards to February issue, re H.M.S. Vernon, of presentation of Clasp to Long Service Medal. As being an old sweat of 28 years have never heard of Clasp to L.S.M.

**Answer:** With reference to your letter of February 24, the following are the regulations concerning the award of clasps to the Long Service and Good Conduct Medal:

#### First Clasp

A man holding the medal who completes a further fifteen years service on any kind of Royal Naval engagement, T.124 and variants excepted, with the character qualification required for the original award may be awarded a clasp to the medal. The award of the clasp will not entitle the recipient to any further gratuity or pension addition. Applications for the award are to be made on Form S.218 endorsed "CLASP ONLY" and forwarded as directed in clause 8, accompanied by the Service Certificate or a certified copy thereof.

#### Second Clasp

A man holding the medal and clasp who completes a further 15 years' service under the same conditions re-

quired for the award of the first clasp, may be awarded a second clasp to the medal. Applications for the award are to be made on Form S.218 as directed above.

**NOTE.**—Pensioners are not debarred from counting the additional service for the award of the clasps.

These clasps are a comparatively recent innovation being first introduced in, I think, 1950.

### Commutation of Pension

COULD YOU please supply me with any information regarding the commuting of part of one's pension for house purchase, most people seem to say it's possible but never seem to be able to give the reference to it. Hoping you can oblige.

**Answer:** In reply to your letter of February 26, the rules governing commutation of pension are included in the "Appendix to the Navy List," which you should be able to borrow from the Ship's Office. General Instructions are given on page 68 of the 1955 December issue at paragraph 5 and this states that commutation is allowed at Admiralty discretion when it would be to the pensioner's "distinct and permanent advantage." You are allowed to commute any portion of your pension in excess of 2/- a day.

Detailed tables of commutation rates are given on page 71, paragraph 28 of the Appendix to the Navy List.

The "typical" example given for a C.P.O. (after 22 years) under the new code in Admiralty General Message 606A is 57/10d. weekly. On this figure the maximum you could commute per week would be 43/10d. (roughly £114 per year) and on the assumption that you will be aged between 40 and 41 you should receive approximately £1,650. Your pension would be then 14/- weekly.

I have no personal knowledge of a case of commutation for house purchase, but I see no reason why it should not be allowed.

As you are still serving it is suggested that you should put in a request now to commute a portion of your pension when due.

### Pensions

CAN YOU please inform me how I stand regarding pension. I have one year to serve, my pension may work out at roughly 70/- week. The question I want to ask, can my pension be decreased, or an amount be deducted if I get a job shall I say, for example £15 a week; is there a limit in the wages I am allowed to earn as a naval pensioner in civilian life?

I hope you can give me this information and perhaps a little more about pensions.

I joined April, 1935, rated C.P.O. June, 1937, my age on joining 21½ years.

**Answer:** I advise you to read Q.R. and A.I. Chapter 46, Section III, articles 4641-4669, and also the section in the Appendix to the Navy List dealing with Pensions to R.N. ratings. Your Divisional Officer will be able to show you these references.

As to the particular point you raise payment of your Naval pension is not affected by any wages you may receive from civilian employment after you are pensioned; should you be recalled for service in an emergency you would continue to draw your pension in addition to the full active pay of your rating.

## BOOK REVIEWS

**To Sea in a Sieve.** Peter Bull (Peter Davies, Ltd., 15/-.)

IF IT is not indeed pure chance, one can but marvel at the happy inspiration behind Messrs. Peter Davies' decision to publish this book at a time when the word which happens to be the same as the author's name is figuring so prominently in our more outspoken newspapers. In his first half-dozen chapters Bull tilts merrily at "bull," yet in such a way that he captures most effectively the mood of somewhat wry nostalgia in which we all view our periods under training.

The main body of the book is to a large extent the conventional war reminiscences. One gathers that the author was, however, a rather unconventional captain of his various landing craft, and it is in the glimpses of his unusual methods that the chief interest lies. He goes a little far in self-deprecation—it is impossible to believe that anyone so lacking in aptitude or ability could have risen to the rank of Lieutenant-Commander in command of a Flotilla. He mentions the names of so many personalities of the theatre that one feels he could not have known them so well as he would suggest. Yet that is a pardonable, perhaps a professional, vanity, and it is done without the heavy saccharinity usually found in such references. Less happily, he mentions the personalities of his ship in the *de mortuis nil nisi bonum* paragraphs that lie like last year's wreaths upon the pages of so many books of this kind. The book has vivacity and wit; but one cannot escape the feeling that the author was, towards the end, just a little bit bored with it.

**The Golden Ocean.** Patrick O'Brian (Rupert Hart-Davis, 12/6.)

Here, to be sure, is the story of Mr. Midshipman Patrick O'Hornblower, or, as his author calls him, Peter Palafox. If it is to some extent the mixture as before, the story of an Irish midshipman—incredibly poor, as all Irishmen are forever trying to persuade us that all Irishmen are—who sailed with Anson on his voyage round the world, is worth the telling. The author has adopted an episodic treatment which is at times infuriating, yet explicable when one realises that it is the characters rather than the tale that interest him. The hero is, apart from his Irishry, the stock eighteenth-century midshipman. He is out of character in not being seasick every other chapter, but is provided with a companion who is so seasick that he has to be dropped from the sixth chapter onwards. There is a tame Caliban called Sean, as faithful servant and friend, a First Lieutenant whose bark is worse than his bite, and one of those unfortunate beings whose purgatory it is to attempt to teach navigation to the young gentlemen.

The best studies, however, are of Anson, most unjustly neglected by writers of modern naval biography, and the youthful Keppel. The real stature of the Commodore is faithfully brought out, and Keppel is the perfect foil. Between them they exemplify the high integrity and endearing eccentricity for which it is almost traditional to look in our great sea commanders. I am glad I did not miss this book.

**The Lonely Sky.** William Bridgeman and Jacqueline Hazard. (Cassell, 15/-.)

Another admirable piece of timing is apparent in the issue of "The Lonely Sky" in the month in which Mr. Peter Twiss made his record-breaking flight. Mr. Bridgeman was a pioneer in high-speed flying, as pilot of the American Douglas Skyrocket.

This book is all that one would not expect. One tends to be wary of books about fliers, especially when written by themselves; to anticipate the overdone casualness. One also tends to be wary of American books at this time when so much depends, as a distinguished American critic recently remarked, in "showing people using their neuroses instead of their intelligence." But here is a combination of biography and scientific information which captivates by its restraint. It is an entirely unassuming account of one man's approach to a realm almost entirely unexplored where, although he is but a part of the team, the final voice, the final decision and the final risk are his alone. We are told in fact what we want to know—what sort of machine is this supersonic research aircraft, what sort of man is he who flies it? The man is built up in the pattern of his adult life, over the fifteen years that it took to form his skill. The aircraft is explained conversationally, much as, at their first encounter, it was explained to the pilot. The result is a mature and satisfying account of both.

## Roster Advancement System As Applicable to The Fleet Air Arm

ALTHOUGH THE Roster Advancement system is generally fairly well understood by the ratings to whom it applies, the following notes may be of general interest and help to clarify doubtful points.

### Rosters

In order to attain a workable structure in each branch, it is necessary to exercise control over the speed of advancement in certain rates. This is achieved by the operation of rosters which may be in one of the following states:—

#### Immediate

A Roster is treated as immediate if there is a shortage in that rate which is so serious that no unfairness is likely to result by advancing men as soon as they are reported as fully eligible.

#### Three Monthly

A Roster is classified as "Three Monthly" when a shortage is not so serious as to justify immediate advancement but is nevertheless too acute to use the "normal" procedure. On this roster, the authority for advancement is held for a period of three months after it is known that the rating has become fully eligible. This delay is in order to allow time for any claims with earlier basic dates to reach the Depot in respect of ratings serving abroad.

#### Normal

A Roster is classified as Normal when a nine months' supply of candidates is on it. Advancements are then made from the top of the Roster in the normal way as vacancies occur.

#### Qualifications

When a rating is placed on a Roster his position is determined by his seniority, his basic date of passing the professional examination, or by points awarded, dependant upon the Roster joined. Thereafter, in order to remain on the roster he must be recommended on all subsequent half-yearly returns (Form S.507), and subject to any adjustment which may be

made as a result of recommendation for accelerated advancement, his numerical position improves as ratings reaching the top of the Roster are advanced. On reaching the top, authority for advancement is given by the issue of Form B.13 as soon as a vacancy occurs.

When a "Red ink" recommend is received by Depot in respect of a rating, his position on the roster is adjusted as follows:—

Advancement from Able Rate to Leading Rate or from Leading Rate to Petty Officer, basis of position is advanced by two months.

From Petty Officer to Chief Petty Officer an advance of two months is made as a result of the first "red recommend," three months for the second, and four months for the third and subsequent "Reds."

From Artificer Rates to Chief Artificer Rates four extra points are gained for each "Red" recommend.

#### Normal

The following are the states of the Rosters as they now stand: All Rosters to Chief Petty Officer, to L.A.M.(E), P.O.A.F.(O), L.A.M.(O), P.O. Airman Safety Equipment, Leading Airman S.E. (shortly going to 3-monthly), P.O. Airman Phot., Airman Met. (shortly to three-monthly), L/Air Met. (shortly going to three-monthly), L.E.M. (Air).

#### Three Monthly

To: P.O.A.F.(E), L.A.M.(A), L/Air (Phot) (shortly going to Immediate), P.O.El(Air), L.R.E.M.(Air).

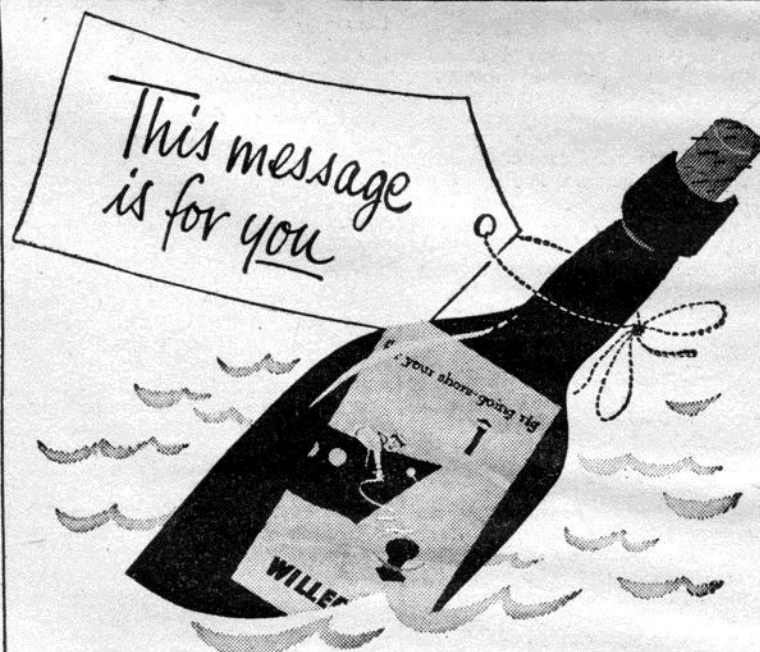
#### Immediate

To Petty Officer Air Fitter (A), Leading Airman Pilots Mate, Leading Airman (A.H.) and P.O. Airman (A.H.), Petty Officer R.E.(Air).

#### Trickle Advancements

If in the ordinary course of events there are no vacancies for advancement in certain rates, the "Trickle" system is permissible in order to avoid

(Continued at foot of column 2)



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## JOB FINDING

DURING 1955, the number of men and women from the Regular Armed Forces of the Crown placed in employment by the National Association for Employment of Regular Sailors, Soldiers and Airmen was 24,188, which was 87 per cent of those who registered at one or other of the Association's fifty-two branches covering the whole of the United Kingdom. It is of interest that, of this number, 5,690 were from the Royal Navy, 551 from the Royal Marines and 31 from the W.R.N.S.

At some time or another, whether he serves a short or a long engagement, every Regular eventually returns to civil life. When he does, looking for a decent job can be a trying and lengthy business.

This is where the National Association comes in, completely free, to help you to start right. If you are not absolutely sure of your job, get in touch with the local Jobfinder. Incidentally, he is an ex-Regular like yourself so you will be quite at home when you meet him. He knows the

employers and the vacancies they want to fill and can, therefore, give you an up-to-the-minute picture of the local employment possibilities.

If, when you get home, you have forgotten, lost or have never been told the address of your Area Jobfinder, apply at any big Post Office, or to your own Regimental Association. They'll be able to give it to you.

(Continued from column 5)

stagnation. "Trickles" are at present in operation as follows:—

One every 12 months—  
To Chief Airman (Safety Equipment).

One every 6 months—  
To Chief Electrical Artificer (Air).

To Chief A.A. (O).

To Chief Air Fitter (O).

Two every 6 months—  
To Chief Electrician (Air).

Three every 6 months—  
To Chief Air Fitter (E).

Four every 6 months—  
To Chief Air Fitter (A).

To Chief Air Artificer (A/E).



## THE BOYD TROPHY . . .



THE BOYD TROPHY, premier award of the Fleet Air Arm, won last year by No. 206 Squadron, was presented on Friday, March 16, by Rear-Admiral C. L. G. Evans, G.B.E., D.S.O., D.S.C., the Flag Officer Flying Training. The ceremony was performed at Lee-on-Solent, the Headquarters of the Flag Officer Air (Home), Vice-Admiral C. John, C.B. The Squadron—the first Naval Sea Hawk Jet Fighter Squadron to be formed—served in H.M.S. Eagle and H.M.S. Centaur, but has now been disbanded. It was commanded first by Lieut.-Cdr. P. L. S. Chilton, R.N., and then by Lieut.-Cdr. D. P. W. Kelly, R.N., an outstanding aerobatic pilot who took part in many impressive displays individually and as the leader of squadron.

Many of the Squadron's officers and men reassembled at Lee-on-Solent for the presentation. The Boyd Trophy commemorates the work for naval aviation of Vice-Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C., who, as Captain, commanded H.M.S. Illustrious from which strikes by Swordfish aircraft were launched against the Italian Fleet at Taranto on November 11, 1940. It incorporates a silver model of a Fairey Swordfish and was presented to the Royal Navy by the Fairey Aviation Company. Admiral and Lady Boyd were present at the ceremony.

Admiral Evans, as a Lieutenant-Commander, was the Commanding Officer of 806 Squadron—the fighter squadron embarked in H.M.S. Illustrious at the time of Taranto.

Two other members of the original (1940) 806 Squadron were also present for the ceremony—Captain D. Vincent-Jones, D.S.C., R.N., now Commanding Officer of R.N. Air Station, Culdrose, who as Senior Observer of the Squadron, flew with Admiral Evans, and Cdr. S. G. Orr, D.S.C., A.F.C., R.N.

Other distinguished guests at the ceremony were Rear-Admiral A. M. C. Bingley, C.B.E., O.B.E. (Fifth Sea Lord), Sir Sydney Camm, C.B.E., F.R.Ae.S. (designer of the Sea Hawk), Mr. L. M. Hilton, D.F.C., A.F.C., A.F.R.Ae.S., Mr. G. W. Hall, A.F.R.Ae.S., of the Fairey Aviation Company, and Air-Commodore W. Wynter-Morgan, C.B., C.B.E., M.C. (Sir W. G. Whitworth-Aircraft Limited).

## The World Air Speed Record

WHILE NOT claiming the entire credit for the recent improvement of the world's air speed record to 1,132 m.p.h., the Fleet Air Arm contributed a by no means insignificant share of this achievement. In the first place the pilot of the Fairey Delta II jet aircraft learnt to fly in the Royal Navy and secondly, one of the stations used to record the flights was set up at the Royal Naval Air Station, Ford.

### The Pilot

Lionel Peter Twiss—he rarely uses his first Christian name—joined the Royal Navy as a naval airman in December, 1939, and after service in H.M.S. St. Vincent and flying training at Elmden and Netheravon, was appointed midshipman in November, 1940.

His first front line squadron was 804 Squadron for duty in "mac ships," which he joined in July, 1941. Flying Fulmars and Hurricanes, he was embarked in these ships between Gibraltar and Belfast until being posted to 807 Squadron in May, 1942.

Still in Fulmars, this unit was embarked in H.M.S. Argus for the protection of convoys to Malta. For his services in this ship, Twiss was awarded the Distinguished Service Cross in September, 1942.

807 Squadron subsequently returned to the United Kingdom, where it was

disembarked to Lee-on-Solent, and was the first Naval squadron to be equipped with Seafire aircraft, in June, 1942. In the October, it went to H.M.S. Furious and provided support for the landings in North Africa. For initiative in reconnaissance in "Operation Torch," Peter Twiss received the Bar to the D.S.C. in March, 1943.

Twiss then went on loan service to the R.A.F. and flew night fighter intruder operations in Mosquitoes from Ford and Wittering. After a short period with the Air Commission in Washington as a night fighter representative, he undertook the Empire Test Pilot's course at Boscombe Down in the spring of 1945 and helped with the development of the Firefly 4.

He was demobilised in April, 1946, as a Lieutenant R.N.V.R. Since then he has been frequently embarked in H.M. ships for deck landing trials and last summer spent a week in H.M.S. Eagle.

### At Ford

The record-breaking flight, and the work-up flights, were controlled from a small wooden hut situated behind the main sick-bay. This innocent-looking hut was first believed to be a new X-ray unit but this theory became discredited when "boffins," identified as men from Fairey Aviation, were seen frequently visiting the hut; the erection of a vertical camera

next to the hut led to the belief that Ford was in the forefront of the trials of the Fairey Fireflash guided missile!

Throughout the week, windows rattled to supersonic bangs, contrails wove across the sky and telephones rang in consistent complaint; speculation at the activity going on behind the sick bay was rife. At last the penny dropped—it was all to do with the high-speed flying trials. In spite of this, when the Commander (Air) announced that the record had been broken, no one was ready for it; another well-kept secret had left the guessers far behind.

For those who are more interested in the technical details, the camera marked the eastern end of the course, the western end being in Chichester. The distance between the two sites was established by the Ordnance Survey to the nearest inch, the cameras being electrically connected to the timing system, which measured to the nearest millisecond. An allowance was even made for the time taken for the electricity to flow between the sites. As a matter of interest, this takes 1.2 milliseconds.

During the actual runs the aircraft was directed round the course by radar until it approached the final straight; it was then conned visually exactly overhead by the Chief Test Pilot of the Fairey Aviation Company who controlled it from the test site at Ford.

## The Naval Airmen Branch

IT HAS been the practice in the past to enter Naval Airmen for one of several categories—Mechanics (Airframe, Engine or Ordnance), Aircraft Handler, Safety Equipment Worker, Photographer or Meteorologist—for which they are selected after New Entry training. The terms of service of these categories differ widely between themselves, in the type of work they do, in the kinds of aptitude they require, and in the relative distribution of billets between ships and shore establishments—e.g., the Aircraft Handler has more opportunities to go to sea than the Mechanic.

As a result, prospective entrants to the Fleet Air Arm who had a strong preference for service in a particular category may have been reluctant to enlist due to doubt about the type of work to which they might be allocated. As a means of avoiding some of this uncertainty, the Admiralty has decided that, as from April 1, 1956, the three mechanic categories of the Fleet Air Arm will form a Naval Air Mechanic Branch separate from the Naval Airman Branch, which will comprise the remaining categories—i.e., A.H., S.E., Met. and Phot.

To mark this change in the method of entry, all existing titles of Fleet Air Arm Mechanic ratings will be changed from Airman Mechanic (or Fitter) to Air Mechanic (or Fitter). Apart from this change, the titles of ratings and the rules for advancement in the new Air Mechanic categories will remain as at present.

Men recruited for the Fleet Air Arm, therefore, after April 1, 1956, may be entered, provided they reach the required standard, into either the Naval Air Mechanic Branch or the Naval Airman Branch according to

their choice. Those entered in the Naval Air Mechanic Branch must be prepared to serve in any of the three specializations (A., E. or O.) according to their suitability and the vacancies available.

Men entered into the Naval Airman Branch will, in general, be required to specialize as Aircraft Handlers. Suitably qualified Naval Airman, up to the numbers required, will be selected for training for the S.E., Phot. and Met. specializations. So far as possible selections will be made for S.E., Phot. and Met. from among men who have volunteered for these specializations. If there are not enough volunteers it will be necessary to place men compulsorily in one of these three categories from the Naval Airman Branch only. Naval Air Mechanics who reach the required educational and other standards may also be selected for training in these categories.

The new entry training for both Naval Airman and Naval Air mechanic will remain substantially as it is at present up to the stage of categorization—i.e., the end of Part II Airmanship training. Naval Airman entries selected for S.E., Met. or Phot., who prove unsuitable for such training, are liable to be recategorized within the Naval Airman Branch; Naval Air Mechanic entries who similarly prove unsuitable for the S.E., Met. or Phot. will be transferred back to the Naval Air Mechanic Branch.

The opportunities of any rating in either Branch for obtaining a Special Duties Commission have not been minimized in any way by this reorganization.

## THE NAVY ESTIMATES AND THE FLEET AIR ARM

THE NAVAL Estimates for 1956-1957 were debated in the House of Commons on Thursday, March 8. A number of points of general interest to the Home Air Command were forthcoming during the debate.

### Mr. George Ward's Statement

The Parliamentary and Financial Secretary to the Admiralty said that we now have a programme for adapting the aircraft carriers at present in commission (H.M. Ships Eagle, Ark Royal, Centaur, Albion and Bulwark) to operate the coming generation of aircraft—the N.113, the D.H.110 and the new strike aircraft. The main additional equipments needed for this, which so far only H.M.S. Ark Royal has, are the steam catapult and the new and more powerful arrester gear. The redesigned H.M.S. Hermes and the modernised H.M.S. Victorious will have both, and also a new type of radar that has a greater range than any set which we, or any other nation, now have in service, and which can track more aircraft at any one time.

Our front line squadrons are now rearmoured with Sea Hawk day fighters, Sea Venom all-weather fighters, Wyverns for the strike role and anti-submarine Gannets. The only piston-engined aircraft still in the front line are the American Skyraiders for early warning. These will be replaced later by a special version of the Gannet.

Good progress is being made with the development of the new day fighter, the N.113 and the new all-weather fighter, the D.H.110, and also the new strike aircraft; all seem likely to meet their forecast dates.

Mr. Ward had one change to announce. The first version of the N.113 was to have been armed with guided weapons as well as guns. During development, however, it proved impossible to accommodate both weapon systems in the same aircraft without making it too heavy for carrier operations. So the first mark of this aircraft will be armed with four 30 mm. Aden guns—that will give it a tremendous punch—and it promises well in the interception and ground attack roles. In the strike role, it will be able to carry an atom bomb and will have a very good radius of action as well as speed. Investigations into the possibility of arming a later version of it with guided weapons as an alternative to guns are still going on. The development of the D.H.110 is also going well, and this aircraft will, of course, carry guided weapons.

As regards rumours that the D.H.110 is no good and had been rejected by the Royal Air Force in favour of the Javelin, Mr. Ward said that the merits of each aircraft were evenly balanced.

The R.A.F. took the Javelin because they felt that there might be rather more development potential in the delta plan-form than in the more orthodox swept-wing plan-form. The Navy was never faced with that decision because it was always perfectly clear that the Javelin would be too heavy for carrier operations. So the Navy took the D.H.110 and it got a first-class aircraft.

The helicopter for underwater warfare is proving very efficient at operating an asdic set from the air, free from ship noises and practically free from effective retaliation by the submarine. We are exchanging ideas and information with the Americans, who share our confidence in the great possibility of this method of anti-submarine defence. It is planned to use the single-rotor S.58. The possibility of using helicopters for minesweeping is also being investigated.

Further points made by Mr. Ward when replying to the discussion of his statement included the following:

Two Wyvern Squadrons have been embarked in the Eagle for the last year, and they have given valuable service. Since then several improvements have been integrated, but, as in the case of the Sea Hawk, no more British orders are being placed.

Regarding rumours of operational limitations of the Short Seaweed, Mr. Ward said that some of these aircraft were being acquired for the R.N.V.R. The new strategic conception brought about by the hydrogen age has rather altered thought, in terms of the original use for which the Seaweed was ordered, but it is certainly a very good aircraft and will be very useful in the R.N.V.R.

In answer to a suggestion that the aircraft the Fleet Air Arm now have would not be a match for any opposition which the Russians might put up against them, Mr. Ward said that this was not borne out by the facts. Both the Sea Hawk and the Sea Venom have a good margin of speed over anything that the Russians would be likely to use to strike at our Fleet now. "Now" was emphasized because far too many people make the mistake of comparing the aircraft that we now have with what our potential enemies may have in a few years time. They temporarily forget that when the enemy's new aircraft are in service, our new aircraft will also be in service. The time factor is very important. Mr. Ward assured the House that the speed and other performance attributes of the N.113 and the D.H.110 will be very much better than those of the Sea Hawk and the Sea Venom which they are to replace.

## SIMONE SILVA VISITS THE FLEET AIR ARM TEAM

BY EASTER time the guns have generally had a good hammering; crews are hardening, and times are beginning to fall. At Lee-on-Solent the Fleet Air Arm crew are really getting that gun moving, several runs of less than four minutes have been recorded at the moment of writing. The weather has been particularly kind after the cold snap in February; so little rain has fallen that water has had to be sprayed on to the dusty track—and all this in March!

Injuries have been fairly light fortunately, only one or two men with broken toes have been noticed chasing the nurses up the wards of Haslar Hotel.

The first run of the season to be watched was an informal occasion when Simone Silva visited Lee-on-Solent during the week she was playing in Portsmouth. Simone, it appeared, just likes strong men!





## V.C. DINNER . . .

ON THURSDAY March 1, a dinner was held in the Wardroom of the Royal Naval Barracks, Lee-on-Solent, to mark the hanging of the portraits of three Naval holders of the Victoria Cross. All three awards were made as the result of air operations, one in the then Royal Naval Air Service in the first World War, the others in the Fleet Air Arm during the last war. The artist was Bernard Dunstan, and the unveiling ceremony was performed by Vice-Admiral Caspar John, C.B., the Flag Officer Air (Home).

The guest of honour was the only surviving recipient of the awards, Vice-Admiral Richard Bell Davies, V.C., C.B., D.S.O., A.F.C. On November 19, 1916, Squadron Commander Bell Davies and Flight Sub-Lieutenant Smylie carried out an air attack on Ferrijik Junction in Northern Greece. Though his aircraft was disabled by heavy gunfire, Smylie managed to drop most of his bombs on the station, before landing in a nearby marsh. Unhurt, he was making towards Turkish territory, when he realised that Bell Davies was descending near the scene of his recent forced landing. Squadron Commander Bell Davies landed at a safe distance from the now burning machine, and, in the words of the London Gazette Supplement "took up Flight Sub-Lieutenant Smylie in spite of the near approach of a party of the enemy, and returned to the aerodrome, a feat of airmanship

that can seldom have been equalled for skill and gallantry."

Lieutenant Commander (A) Eugene Esmonde, V.C., D.S.O., was posthumously awarded the Victoria Cross on January 12, 1942, for leading a flight of six Swordfish of 825 Squadron in their attack on the Scharnhorst, Gneisenau and Prince Eugen. A Coastal Command aircraft reported the German ships shortly after they left Brest, and when it became apparent that they were bound for Germany through the English Channel, 825 were ordered to intercept. The Swordfish were heavily attacked by enemy aircraft before reaching their objective, but Esmonde, although his machine was damaged, held on. All six Swordfish were lost, and 16 of their 18 officers and men became casualties.

The Victoria Cross was awarded, also posthumously, to Lieutenant Robert Hampton Gray, V.C., D.S.C., R.C.N.V.R. On August 9, 1945, Gray led a flight of Corsairs of 1841 Squadron from H.M.S. Formidable in an attack on Japanese shipping in the Bay of Onagawa Wan, in the Japanese island of Honshu. In the face of fire from shore batteries and a heavy concentration of fire from some five warships, in flames he pressed to within 50 feet of a Japanese destroyer and let go his bombs. He secured at least one direct hit and the destroyer sank almost immediately, but Lieut. Gray did not return.

## THE BRAVEST RESCUE OF THE YEAR

ON THE night of January 24, 1955, a Firefly of No. 796 Squadron crashed in the sea off Land's End. The aircraft sank immediately and the pilot went down with the plane. Two observers under training were in the rear cockpit, Midshipman R. W. M. Sheppard and Petty Officer I. L. Beale. They got clear of the aircraft under water.

After releasing his parachute Beale realised that Sheppard was in the water, about fifty feet away, without a dinghy; Sheppard's dinghy had caught on the aircraft, and he had had to leave it behind. Beale swam across to Sheppard, inflated his own dinghy, pushed Sheppard into it and got in on top himself. Sheppard was injured in the head and only partly conscious and would probably have drowned. The rescue was of the more praiseworthy because Beale himself had a badly contused arm and fractured rib.

Once in the dinghy Beale attempted to revive Sheppard with his own warmth; they were both wearing immersion suits but they had been torn when getting clear of the aircraft. They were three hours in the dinghy in the cold and dark of a rough January night in the Atlantic and were picked up by the British tanker Scottish Eagle. The Master of the tanker, Capt. R. R. Baxter, was much impressed by Beale's brave conduct and the incident was reported to the Royal Humane Society; they immediately awarded Beale their Silver Medal, which was presented by Rear-Admiral G. Willoughby, the then Flag Officer Flying Training, on September 29 last year.

There is another award given by the Royal Humane Society called the Stanhope Gold Medal; this is given for the bravest rescue of the year. After considering all the many gallant actions of 1955 for saving life, the Annual Court of the Society has awarded the Stanhope Gold Medal to Petty Officer Beale.

There is another aspect of this story which is interesting to all on the Lower Deck; Beale is now a Sub-Lieutenant on the Supplementary List, having gained his Observer's wings and his commission at the end of his training at Culdrose. This form of direct commission for flying duties is still open to the right calibre of sailor and anyone who is thinking of it should realise, after reading this article, what sort of a man we want as a Naval Observer.

## NEW TYPE TURBINE INSTALLATION

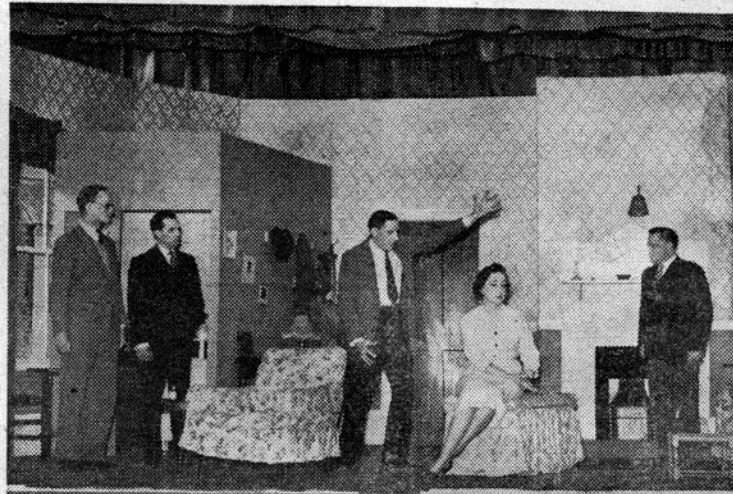
ORDERS HAVE been placed for prototype propulsion machinery installations of a new and revolutionary type for use in frigates and fast escort vessels.

The principle employed is that of highly efficient steam turbines and gas turbines geared to the same propeller shaft. The gas turbines provide a high concentration of power in a very compact form and will be used to boost the steam turbines for sustained bursts of high speed.

The machinery installations have been conceived and designed by the Yarrow-Admiralty Research Department of Messrs. Yarrow & Co. Ltd., Scotstoun, Glasgow, in conjunction with the Admiralty, Messrs. Metropolitan-Vickers Electrical Co. Ltd., Manchester, are designing and manufacturing the steam turbines, gas turbines, gearing and control gear, and will carry out full scale shore tests on a large part of the prototype equipment at their Manchester works.

Warships in which this light weight and compact machinery is installed will be enabled to carry more fighting equipment than would otherwise be possible with orthodox machinery.

## Drama Festival, 1956



(Photo: Portsmouth Evening News)

H.M.S. COLLINGWOOD'S presentation of the "Deep Blue Sea" succeeded in winning the Command Trophy this year. The adjudicator, Lieut.-Colonel J. A. Lasbrey, M.B.E., found the performance to be professional in its finish. Cast: Freddy Page, John Boadle, Jackie Jackson, Ronald Payne, Hester Collyer, Vonla McBride, Mr. Miller, Christopher Young, Sir William Collyer, Sidney Parkin.

## Home Air Command Sailing 1956

THE HOME Air Command has been allocated two fifty square metre Windfall yachts for the 1956 sailing season. These are "See Hexe," previously sailed by H.M.S. Daedalus, and "Sea Swallow" from R.N.A.S. Culdrose.

In order to make the best use of these two yachts within the Home Air Command, they will be centrally administered by a representative committee, both boats being brought to H.M.S. Daedalus for their annual refit. A sailing programme has been planned, so that as many Naval Air Stations as possible should have the opportunity of using the boats. This briefly is that both boats should remain in the Solent area for the month of May, in order to iron out any snags that may beset them at the beginning of the season. One boat, probably "Sea Swallow," will remain in the Solent until after Cowes Week, whilst the other will sail West-about to Rothesay for the Clyde Fortnight at the end of June, returning to the Solent for Cowes Week. Both boats will then go to the West Country for their regattas, and back to H.M.S. Daedalus for laying-up, early in October.

It is obviously very difficult to satisfy all demands, especially the Scottish East Coast Naval Air Stations, but it is hoped that they will be content with the Clyde Fortnight, or by coming South to the Solent when leave periods or air transport will allow.

The passages to and from the Clyde will provide opportunities for the inland Naval Air Stations, who may well prefer it to "can" racing in the Solent.

The organisation has purposely been made very flexible, and there is no reason at all why Cowes Week crews may not come from Lossiemouth and Culdrose provide crews for the Clyde.

The Home Air Command intends to enter a team for the Inter-Command Dinghy Championships at Portsmouth in July, and it is sincerely hoped to give our team some team-racing experience before they take the field.

In all, it is hoped to get as many people sailing as possible this season, especially those from the more outlandish parts of our far-flung parish.

## APPOINTMENT WITH VENUS

FROM THEIR parent station, H.M.S. Blackcap (Capt. E. M. Harvey, R.N.), ship's name for the R.N. Air Station, Stretton, near Warrington, the "week-end" fliers of the Northern Air Division, R.N.V.R. (Cdr. R. I. Gilchrist, M.B.E., R.N.V.R.), provided search, reconnaissance, shadow and strike forces on the biggest joint "VR" exercise of the year, "Operation—Appointment with Venus." Altogether thirty-two sorties were flown which took up 73.30 flying hours between 9 a.m. Saturday, March 10, and noon on Sunday, March 11, by the Attackers of 1831 Squadron (Lieut.-Cdr. P. Rougier, R.N.V.R.) and the Avengers of 1841 Squadron (Lieut.-Cdr. (A) F. Morrell, R.N.V.R.). Perfect flying conditions were experienced, every task was fulfilled and 100 per cent serviceability was maintained on the aircraft.

The exercise was based on the novel and film, "Appointment with Venus," by Mr. Jerrard Tickell, in which Venus, a valuable pedigree cow, was the objective of a war-time Commando raid on the Channel Islands. On this occasion "Venus" was a pantomime "prop" in which two R.N.V.R. Lieutenants, Sutherland and Cattle, occupied the fore and hind legs respectively. "She" was housed in a shippen on Cwm Farm two miles inland from Abersoch, on the Llyn Peninsular, Caernarvonshire. To capture "Venus" was the chief objective of the main assault force, thirty-five Royal Marine Commandos from No. 47 Commando R.M.F.V.R., a Merseyside Unit.

Four ships took part in the exercise including H.M.S. Mersey, the minesweeper of the Mersey Division R.N.V.R., in company with H.M.S. Dee, the Seaward Defence Boat of the same Division. H.M.S. Dee carried a Landing Craft Mechanized manned by No. 540 R.M.F.V.R. and carrying two armoured scout cars of the 40th Royal Tank Regiment. These comprised the seaborne assault force and during its

passage from Wallasey to Abersoch Bay it engaged in a naval battle with the defending force, the minesweepers of the South Wales and Severn Divisions, R.N.V.R.

Ashore the defending force was represented by detachments from the 5th Battalion King's Regiment, Liverpool, T.A., the 4th Battalion South Lancashire Regiment, T.A., and the 1st Battalion Liverpool Scottish, T.A. They formed a defensive ring round Cwm Farm, the last line of defence in the important business of defending "Venus." The whole exercise was plotted by "VR" Wrens in H.M.S. Eaglet's plotting room in Liverpool.

Flat calm conditions prevailed. The attacking force was spotted by Northern Air Division aircraft beyond Conway on a westerly course. From thence onwards it was shadowed and dive-bombed until it found protection in the dark. After a mine-sweeping exercise in Abersoch Bay the ships anchored about four cables off shore where after an advance party of canoeists and frog-men had cleared a safe passage, the thirty-five black-faced Marine Commandos took to their boats and were soon scrambling ashore. About midnight they had slipped through the defending soldiers, located and captured "Venus," who was taken in a requisitioned lorry to the beaches and embarked in H.M.S. Mersey for triumphant passage to Liverpool.

In all, some 700 Volunteer Reservists took part in the exercise, R.N.V.R., R.M.F.V.R., T.A., R.A.F.V.R. and W.R.N.V.R. The author of the novel and film, Mr. Jerrard Tickell, who sailed in H.M.S. Mersey, is reported to have said afterwards: "It made my book come to life," and, also, "I wish I had been on this exercise before I wrote the book, I would have written a much better story."

## VAUXHALL MOTORS LIMITED, Luton, Beds, operate schemes for the recruitment of University Graduates in Metallurgy and Engineering for its Technical Departments.

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- ▶ The Company will shortly be interviewing candidates who have completed their degree course and will have fulfilled their National Service obligations by October, 1956.
- ▶ Vauxhall Motors is a large concern wholly engaged in the design, manufacture and distribution of cars and trucks throughout the world. It has a well-developed programme of employee benefit schemes, e.g. pension plan, group insurance, profit sharing, etc. It has consistently operated a policy of personnel development and promotion from within and there are first-class opportunities for younger entrants to make rapid and substantial progress. This will apply particularly during the next five years or so, during which the Company is completing a programme of further expansion involving an outlay of £36,000,000.

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## A New Uniform for the Royal Navy

A NEW improved type of uniform for seamen of the Royal Navy has been approved and will come into use later this year.

The new uniform retains the traditional "square rig" of collar, jumper and bell-bottomed trousers, but is given added smartness by the new coat-style, zip fronted jumper and the smoother, yet even harder wearing "diagonal" serge cloth that has been selected. The trousers are also zip fastened and have side and hip pockets. A new type blue jean collar combined with waistcoat is still undergoing trials. The new uniform will also be issued in white drill for appropriate occasions.

Uniform caps with crowns of white plastic have been introduced this year and will eventually replace the present caps with crowns of blue or white cloth and detachable white cap covers.

From May 1, Naval personnel in all Commands will wear white headgear throughout the year. At present blue caps are worn in the winter months in the United Kingdom.

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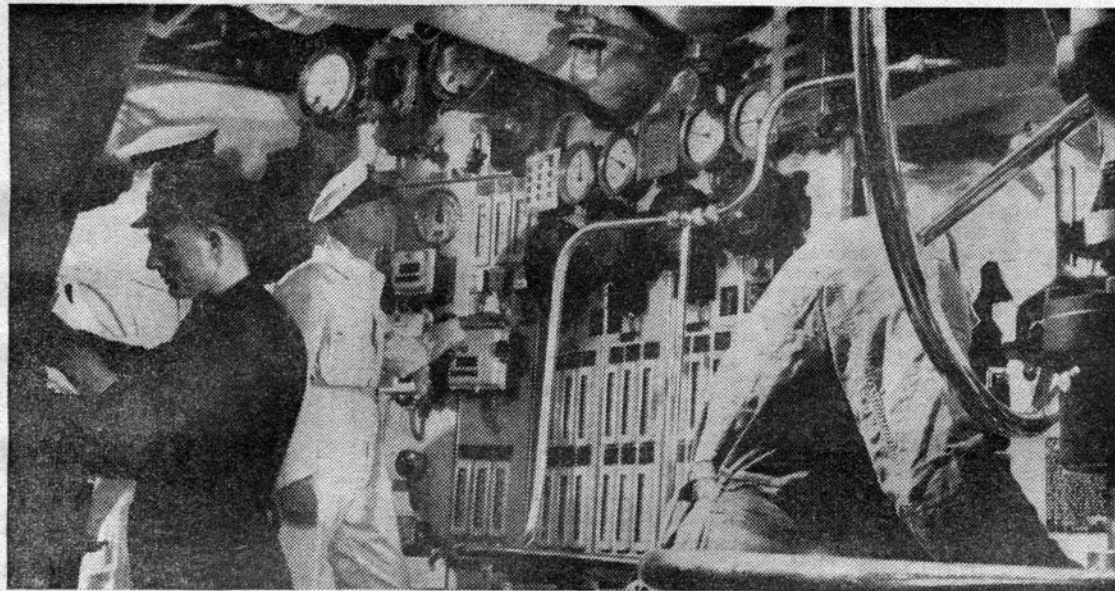
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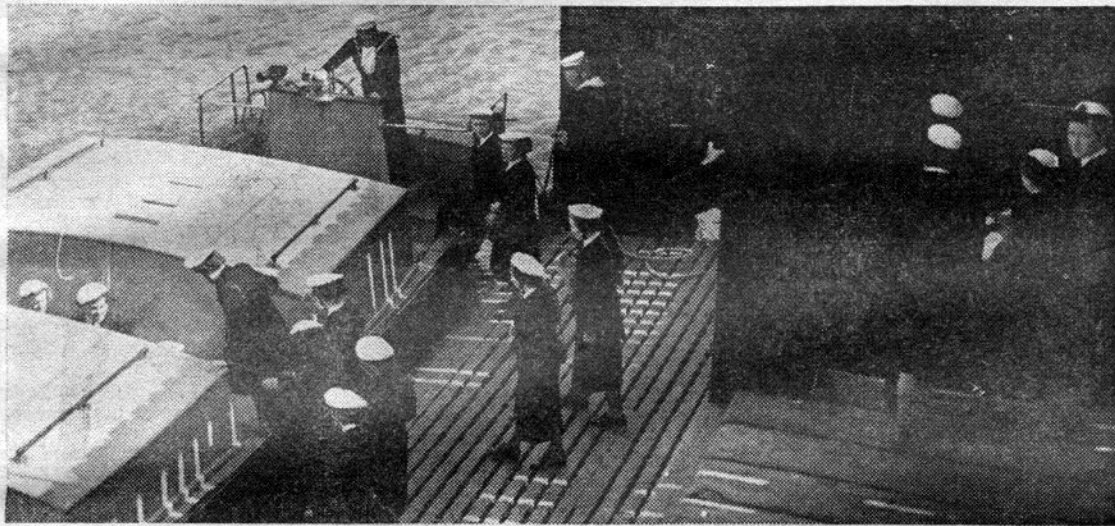
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# LIFE IN THE



The machinery controls of H.M.S. Eagle



Embarking in the duty boat is a daily occurrence for Wrens serving in H.M.S. Drake



While this is an old picture of H.M.S. Kenya, it gives a sense of the ship's scale.

## A STEAK



## in NINETY SECONDS!

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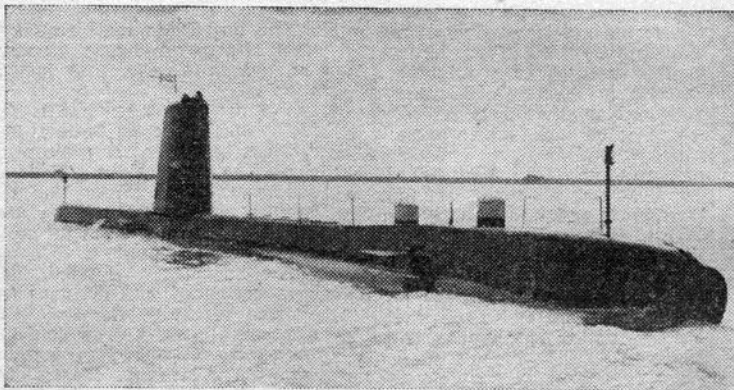
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H.M. Submarine Scotsman



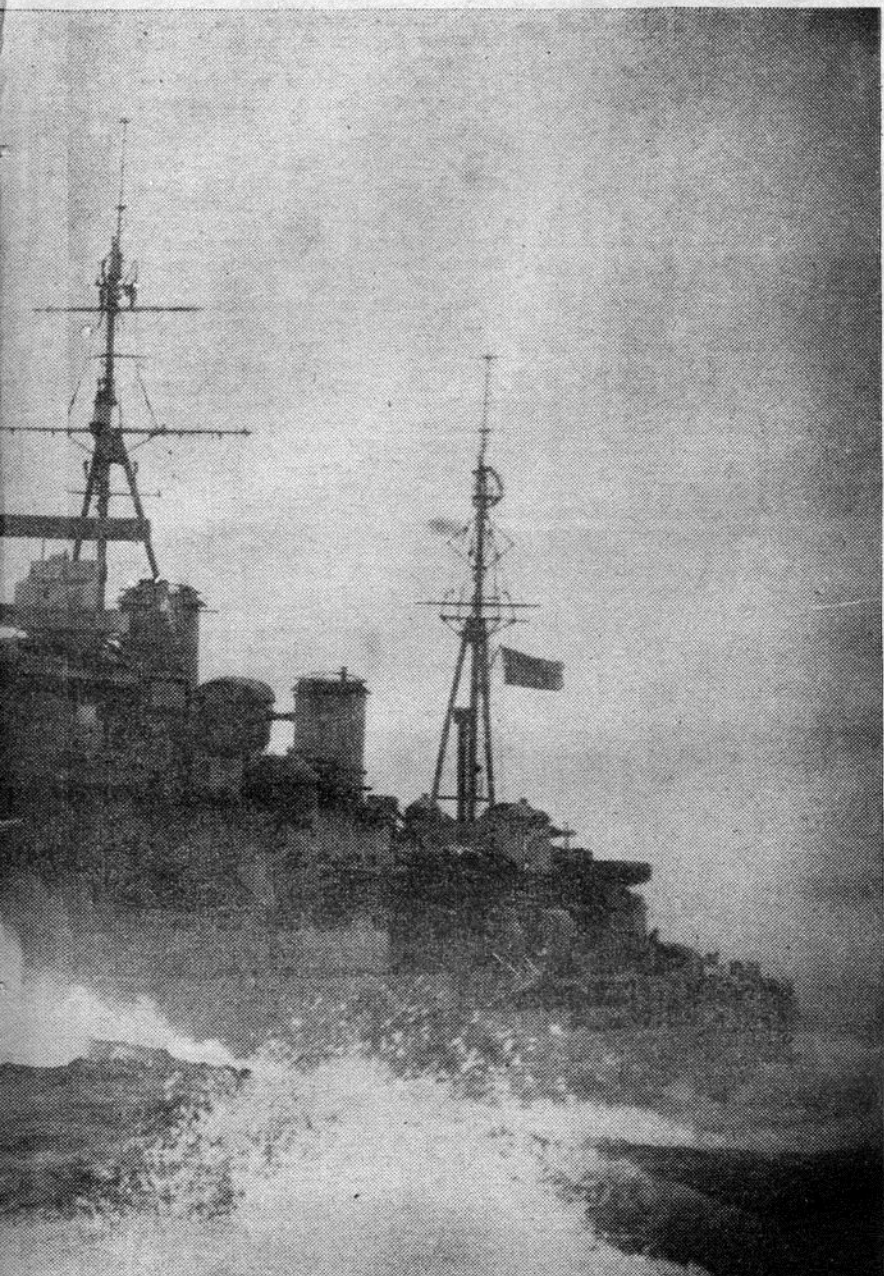
Sailing is one of the off-duty activities enjoyed by Wrens serving in Naval establishments



Life is not all work in the Royal Navy. In St. Mark's Square, Venice, during the off-duty hours.



# ROYAL NAVY



a good idea of what life is like in a cruiser in rough sea



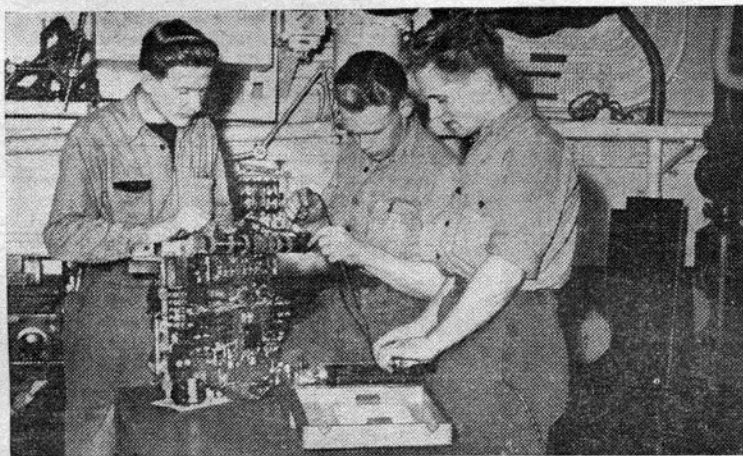
Servicing and fuelling an Attacker aircraft at R.N. Air Station, Ford



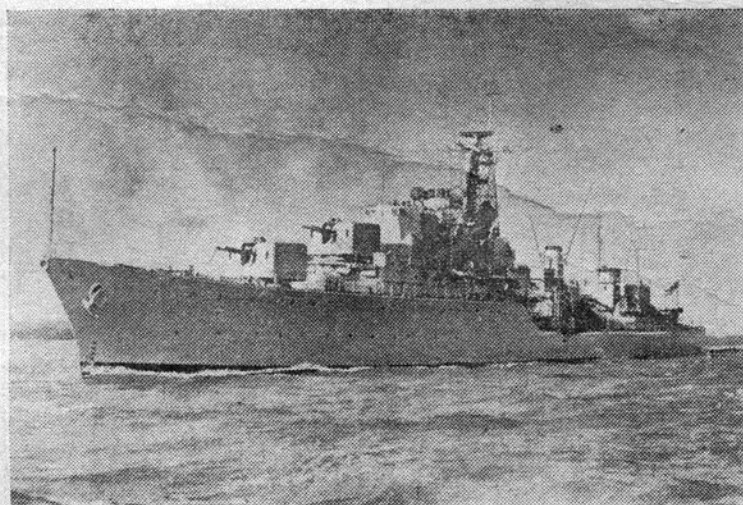
Wren writers carry out a variety of clerical duties in Naval establishments



Naval ratings are shown feeding pigeons in visit of H.M.S. Sheffield to Venice in 1955



Radio maintenance in one of the workshops of H.M.S. Eagle



H.M.S. Duchess, a "Daring" Class destroyer recently re-commissioned for the Mediterranean

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## Calendar

### Havant

April 3.—Branch Meeting. Black Dog, West Street.  
June 24.—Hastings and St. Leonards Branch. Standard Dedication.

### Canterbury

April 22.—St. George's Rally. Parade falls-in alongside Coach Park, Longport Street, 2.45 p.m. Branches requiring teas (3s. 6d.) should make applications to S/M. A. J. Richards, 63 Havelock Street, Canterbury, by April 8.

### Lewisham

May 6.—Annual Church Parade Service, 11 a.m., St. Mary's Parish Church, Lewisham, S.E.13.

### No. 11 Area

April 14.—Opening of Darlington Headquarters.

### Dover

June 3.—Dunkirk and Jutland Commemoration Service.

### VENUES

#### Barnes & Mortlake

The Coach & Horses, High Street, Barnes.

#### Isle of Wight

London Hotel, Ryde.

#### Wood Green & Southgate

Nightingale Hotel, 349 High Road, Wood Green, N.22, Wednesdays, 8.30 p.m.

## CHEAM & WORCESTER PARK

CHEAM AND WORCESTER Park Branch of the Royal Naval Association held a Dinner and Dance to commemorate the 21st Anniversary of the inauguration of the R.N.A.

Many important dignitaries attended this Dinner. The Mayor of Sutton and Cheam, Alderman Mrs. D. Sparkes, M.B.E., attended, accompanied by the Reverend F. C. Gilbert, who incidentally has a great interest in the Association, inasmuch that he is an Ex-Naval man himself.

Richard Sharples, Esq., M.C., O.B.E., M.P., accompanied by Mrs. Sharples, also attended. It was a great night for Cheam and Worcester Park to have Mr. Sharples in our company. The dinner was his first engagement as President of the Mess; we feel honoured having him as our President.

Sir Roy and Lady Gill joined our company and were very welcome as Vice-Presidents of our Association.

Mr. and Mrs. Harry May were also present. Mr. May, the Branch's retiring President, has had to retire from the presidency due to pressure of work, and many commitments and public engagements.

Our guests, accompanied by officers of the Mess, moved around and met shipmates and their wives before dinner.

Eighty-six people sat down to a very enjoyable and excellently served dinner, grace being said by Rev. F. C. Gilbert, chaplain to the Mayor of Sutton and Cheam. Toasts were proposed under the direction of Vice-Chairman and Toast Master, S/M George Burden.

Chairman S/M John Greaves presided over the dinner at the head of the table. A toast to Her Majesty the Queen, our Patron, was proposed by the President, S/M Richard Sharples, M.C., O.B.E., M.P. The toast to the Royal Naval Association and No. 2 Area was proposed by Commodore Sir Roy Gill, who in his speech had many amusing stories.

S/M Richard Sharples, M.C., O.B.E., M.P., responded to the toast



# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen



Cheam and Worcester Park Dinner and Dance.

by saying that he felt very proud and honoured to accept the presidency of the Mess and particularly in succeeding S/M Harry May, who was retiring. The President said that he really completed his education at the Naval Staff College, although he was for seventeen years an Army man. The President added that he looked forward to spending many more social evenings with us in the Mess, and that our chief aim must be to attract new blood into the Branch, especially among the younger generation, and encourage them to bring their contemporaries with them. He closed by saying he looked forward to the future in the Mess as our President.

The Worshipful Mayor of Sutton and Cheam, Alderman Mrs. D. Sparkes, M.B.E., responded to the toast of our guests. Her Worship said she was very pleased to respond to the toast and to be among us on this great occasion. Her Worship continued by saying she had great admiration for the Association and its work and aims, and the way in which it lived up to its motto: Unity, Comradeship, Loyalty and Patriotism. Her Worship added that the response to the toast was not only hers but on the part of all guests, and suggested that we should endeavour to enrol our first new member of the evening right away, the Rev. F. C. Gilbert, an ex-Naval man himself, and one who takes a great interest in Association affairs. Her Worship concluded by saying she thanked the Mess for the invitation and felt proud and honoured to have the Branch in the Borough of Sutton and Cheam.

H. C. COE.

## SALISBURY & DISTRICT

AT THE Annual General Meeting at the Adastral Club, Mr. J. H. Swatton was elected Chairman, and Mrs. S. W. Faulkner, and Lieut.-Cdr. A. F. Hounslow were re-elected Secretary and Treasurer respectively. The Secretary gave a report on the previous year's activities, which included his visit as delegate to the Annual Conference at Durham, the presentation of a cup and an annual replica for best Cadet of the year in the Salisbury Sea Cadet Unit. Referring to the resolution of the annual conference to institute an accident benefit scheme for 6d. a year to all members for compensation up to £500, the Secretary stated that all members had been sent a copy of the coverage, and all new members would receive a copy on enrolment. He also stated that if all branches of the Association were willing to pay £1, every member of the Association could become a country member of the Royal Sailors Home Club, at Queen's Street, Portsmouth. All members agreed that it was an excellent proposition.

The Treasurer, in presenting his report, pointed out that although funds were healthy they needed a boost if we were to carry on with the work of the past and our future projects. The Chairman asked members to give serious thought to making a trip to London in October for the Annual Parade and Reunion. He also stated in reply to several queries from members that as far as he knew there was no Royal Naval Club being rebuilt in Salisbury. The Branch extends a cordial welcome to all serving and ex-Naval men in the Salisbury area to our meeting on the first Tuesday of each month at the Adastral Club, Castle Street, Salisbury.

S. W. F.

## LEWISHAM

WE WERE pleased and proud to learn that the Standard Bearers Trophy has been won by our own Standard Bearer S/M F. Handy. Congratulations shipmate on bringing such an honour to this Branch.

March has been a successful month for social activities, and so far the following have been arranged for April:

April 20, visit from Downham Branch British Legion, for a dart match, and the return match will be played on April 27.

May 6 will be our Annual Church Parade, and on May 20 we visit Littlehampton: Other social events are being arranged.

## No. 11 AREA

GREETINGS TO all shipmates.

The Area Meeting was held in Middlesbrough on Saturday, February 18, 1956, eight delegates attending. One item which was good to hear was the way branches were setting about to swell their funds. Almost all of them had raffle and sweepstake tickets on the go. We were also pleased to hear that Stockton and Darlington Branches have acquired headquarters of their own. We wish them success and a happy commission. I have visited the Stockton headquarters and got a pleasant surprise on the layout of it. The boys there have done some hard graft and my congratulations go to them all for such a splendid effort.

In the evening after the area meeting the Annual Dinner was held in the Town Hall at Middlesbrough. Guests were the Deputy-Mayor (Alderman W. Randall) and Mrs. Randall, and the Chief Constable (Mr. Edwards, O.B.E., M.C., M.M.), and Mrs. Edwards. Over a 100 shipmates and wives and sweethearts sat down to a choice dinner and afterwards heard some amusing yarns from the Deputy-Mayor and Chief Constable. To conclude, the President of No. 11 Area (S/M A. J. Wall) presented a gold watch inscribed to National Council member S/M Frank Wade, to mark his elevation as Vice-Chairman of the National Council, and a tribute to his wonderful work as No. 11 Area representative.

To close, the opening dates of Stockton and Darlington Headquarters are: March 21 and April 14.

NOBBY CLARKE.

## GOSPORT

IT IS quite some time since we appeared in the NAVY NEWS so here's fraternal greetings to all shipmates everywhere.

We are sorry to report that Rear-Admiral W. K. C. Grace, C.B.E., has decided to relinquish the position as our President, for health reasons. The Branch owes so much to Admiral Grace and we are indeed grateful to him for his leadership, support and untiring efforts on our behalf. It was unanimously agreed to elect him as Life Vice-President in appreciation of his past services.

We heartily welcome our new President, Vice-Admiral Sir William Agnew, K.C.V.O., C.B., D.S.O., who is already so well known for his interest and "drive" in the affairs of our Branch.

Our Annual General Meeting was held on Wednesday, January 18, at our Branch headquarters in Fareham Road and the election of officers provided a few changes.

The social activities for the past year have been many and varied, but have been somewhat curtailed due to the inadequate size of our Headquarters compared with membership, but there is every hope that our main building will soon be showing shape. When this is completed, our Entertainments Committee can really step up the pace.

The Annual Dinner was held in January and was a great success, being supported by nearly 140 members and guests.

The Children's Party, which was held in H.M.S. Siskin Church Hall, was attended by almost 150 children. Community singing and games kept them entertained and each received a present. Tea arrangements were made by members of the Ladies' Committee, Mesdames Bates, Paul, Farrington, Howard and Thompson, and the hall was decorated by S/Ms Neale, Farrington, Paul and Lewis.

We regret to report that our Chairman has been sick for the last few weeks, but it is hoped he will be back in harness again soon.

## MAIDSTONE

ANOTHER SMALL report from Maidstone to show we are still in being, even after the bitterness of the weather that appears to keep shipmates by the fireside. Not a great deal of activity apart from the Joint Council games that we lost this year to the British Legion. After five years of success, maybe it will be beneficial to us to try harder next year, and have Maidstone as the first name on the new shield. Some better small bore shots are required too, and the Bowls Trophy could be won with some effort. Maybe the new members of the branch will come to the fore during the coming year, because we still have them coming along.

Looking forward to the evening social with the old boys from Pembroke House. This is always good fun. Dedications and church services are much in the offing and 'tis hoped a greater support than ever will be given. Social efforts are being made to provoke our interest, and a trip to Deal, amongst these, should warm the hearts of a couple of the old stalwarts we know.

Fraternal greetings to all branches and best wishes to all our own shipmates far afield.

## No. 2 AREA

NOT MUCH to say from Area H.Qs. (being me!) this month, as the action has not been great since our last area meeting, but I trust all branches have read up the minutes of that meeting as well as the one or two who wrote, and pointed out my errors!! The next Area 2 meeting is on April 14, not the 16th! Thank you, Horley!

Meeting of your Working Committee will be spoken about in due course—this was held on March 10, and apart from many varied discussions of interest to area—an enjoyable afternoon was spent.

All delegates were there, and they travelled far, in their great interest in this meeting.

A pleasing note recently is the fact of several of the Area 2 branches holding "coming-of-age" dinners, and my greetings are to them. They can have the key of the door any time now, to open the door to the other branches coming along that way.

I look forward to seeing old faces at the Canterbury Rally, now well in hand, and I am hoping the idea of the trip to Boulogne will appeal to shipmates so that I know the approximate numbers at the next meeting, or does this idea also go by the board?

Of the forthcoming dedications and other functions I am sure you have had notice, so I am not repeating them, just hoping they all get their full support.

Still looking for bright ideas for Area 2, and many thanks to my correspondents. All good wishes.

T. F. ASPREY,

## CANTERBURY

THE CANTERBURY Branch of The Royal Naval Association commissioned their new ship at the first meeting in March. The Chairman opened the meeting at eight bells with silence for shipmates who had slipped their cables, the Exhortation being recited by S/M Altrill, Vice-President. The President, Councillor Commander Kenny, gave a short address, in which he said that nineteen and a half years in one commission must, he felt assured, have created a record. It was fitting, he said, that all these years had been spent at "The Dolphin," a name long associated with the Royal Navy, and it had been a long and worthwhile cruise. He hoped this commission about to commence would be as long and happy, and he wished the Mess a long and happy commission and that it would increase in strength.

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The Mess was packed to overflowing and apart from watchkeepers, practically every member of the Branch was present. It augurs well for the future, for three new members were enrolled at this meeting, the President, S/M Kenny, presenting them with their badges.

S/M Moat, mine host of "The Cricketers," was heartily thanked for his work in getting the mess deck in trim for the opening.

It was agreed to change our meeting nights to the first Sunday and the third Saturday in each month as from the third Saturday in May, this to be for a trial period of three months.

Any shipmates cruising this way will receive a cordial welcome from S/M Moat, "The Cricketers," St. Peters Street, a few yards from Westgate Towers.

G. TOMKIN.

## HAVANT

AT THEIR meeting on March 6, Shipmate and Mrs. Craft presented Havant Branch with a sideboard in which to stow Branch effects. The presentation was made as a mark of gratitude for the friendliness found in the Branch.

Their President was a guest at the annual dinner of the Portsmouth and District Branch of the Burma Star Association and proposed the toast to that Association. The dinner was held in their meeting place in the Territorial Army Centre, Hilsea, and was attended by other members of Havant Branch.

Some of them went with their Branch delegate to the Area Delegates' Conference in Portsmouth on March 10. After the meeting, great hospitality was extended to them in the Portsmouth Branch headquarters.

In order that active service personnel and members of other branches may know of their activities, there is a notice board in the bar at their meeting place; this gives details of future events and other items of interest to service personnel. The notice board can be seen daily and not only on Branch meeting nights.

## FOLKESTONE

FIRST OF all let me say how sorry I am that I let the Branch down by missing the boat on the last issue of the NAVY NEWS.

No excuses—cap off—admonished. Since our last report, we have had quite a hectic time, firstly the Annual Supper, which took place on January 20, when fifty members and their friends sat down to a sumptuous feed of soup, roast pork and trimmings, mince tart and custard, cheese and biscuits; afterwards an excellent entertainment was provided by several artists, both vocal and humorous, accompanied by Les de Vere at the piano.

Then on February 17 we entertained our local shipmates from Lydd and Dungeness, who returned home with many happy memories of their visit to Folkestone.

We have been invited to Deal on Friday, March 16, when we hope to take a coach-load. Again we are looking forward to a good evening's "get-together."

An open invitation is given to all ratings of H.M. Royal Navy who visit Folkestone in the near future. We shall be glad to welcome them at any of our meetings, which are held the first Friday in each month at the Guildhall Hotel at 7.30 p.m. Come along and have a yarn with us.

E. R. SMITH.

## DORKING

MARCH THE 17 found the Branch once again with its Annual Dinner, about forty sitting down to a very good meal; the Branch took the opportunity to welcome its new President, W. R. Burgess, Esq., M.B.E., and his wife. Following the Queen, the Royal Naval Association was toasted by the President, S/M R. Vincent replying; also welcoming Mrs. Ledington, of the King George's Fund for Sailors. The "Ladies" were proposed by S/M R. Stevens; in her reply, Joan Trickey (one of our oldest ex-W.R.E.N. members) re-assured the Branch of their loyal support to the branch. With the toasts over, the main event of the evening took place, the presentation of a "Life-Membership" was made by the Chairman (S/M L. Jenner) to our founder member, S/M Arthur Searle. After a short interval, a grand evening was rounded off with a very good dance in naval fashion, with the music of the "Noveltones."

## SUDBURY

THIS BRANCH, which commissioned in September, 1954, is a town with a total population of only 6,000, now

has 101 members, including three life members. Our President is Admiral of the Fleet, Sir George Creasy, Commander-in-Chief, Portsmouth. Cdr. C. V. W. Simpson, R.N., the Arctic explorer, is our Vice-President. Both these distinguished shipmates take a keen interest in the affairs of the Branch.

By June, 1955, we had purchased our Standard and the dedication by our Padre, Shipmate Rev. Royston-Bishop, was attended by the Mayor and Corporation, five visiting branches of the R.N.A., and all the local organisations. The Salute at the "March Past" was taken by Commodore J. Lee-Barber, R.N. and the parade was headed by the Boys Band of H.M.S. Ganges. It was a great day for the Branch and a high-light in this sleepy country town.

We have run several dances and by importing the dance orchestra of the Royal Marines from H.M.S. Ganges, have set a high standard. These occasions are looked forward to by dancers from a wide area.

We have been able to help financially in several cases of illness and hardship and have not confined our work in this direction to our own members. In this connection I should like to pay tribute to the R.N.B.T. for the prompt and generous response they accorded to a case put before them by this Branch.

We meet on alternate Thursdays at the White Horse, Sudbury, and should any shipmate find himself in our district he will be sure of a cordial welcome. No Branch has a more enthusiastic "hard core" of members than ours, and it is on these shipmates that the continuity of the Branch depends. I wish that there were more of them. The only real set-back we have had since commissioning was when our cheque for tickets for the 1955 Reunion was returned because all seats had been taken. However, our application is already prepared for 1956, and we intend our Standard to fly proudly this year.

We would like to take this opportunity to wish NAVY NEWS every success and send fraternal greetings to Shipmates everywhere.

S. KINGERLEY,  
Chairman.

## ASHFORD (KENT)

ASHFORD (KENT) Branch offers fraternal greetings to shipmates everywhere. Plans are going ahead for a muster of our branch at the Jutland Rally at Canterbury on April 22.

New members are still coming along, and a good time is always to be had at the "Wellesley." The Ladies' Section is progressing well for there is nothing they like better than to have a natter.

March saw the wedding of shipmate Kenzie Marsh to shipmate Jessie, of our Ladies' Section. All of us in the mess wish them both the best of luck in their new venture.

Our new Hon. Secretary has certainly been doing a lot of work, and it seems that he is brimful of energy. Shipmate Asprey of Maidstone, who is also the Area 2 Secretary, has been dubbed "Aspro" by us all here, because as our Hon. Secretary says, he is always relieving headaches.

We are sorry our worthy Chairman could not get through to Cranbrook's annual event, but he and another shipmate spent the evening digging themselves out of a snowdrift, somewhere between Tenterden and Cranbrook.

Don't forget, shipmates, anywhere, on the second and fourth Fridays in the month, you can be sure of a good time in our Mess. Our worthy host is always on the gangway.

"BUNTING-TOSSER."

## PORTLAND

WITH THE formation of a Portland Branch of the Royal Naval Association, the inaugural meeting was held at the Royal Victoria Hotel (Clubroom), Portland, on Thursday, March 8, 1956, attended by fifty-sixty shipmates.

Commencing at 7.30 p.m., the Chairman, S/M T. W. Hair, opened the meeting by extending a warm welcome to Capt. R. G. Mills, D.S.O., D.S.C., Royal Navy, Captain-in-Charge, Portland Dockyard, and to the members of the Bridport Branch represented by their Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer. It was learnt with regret that the Area Secretary, S/M Cast, could not attend due to sickness.

The Hon. Secretary, S/M B. Coleman, read a good wishes telegram to the meeting received that day from the General Secretary at Headquarters. Pleasure was expressed by all in the usual manner.

The minutes of the previous meeting were then read and proposed by

S/M Slade, seconded by S/M Rabb, and they were unanimously accepted as a true record and duly signed. There were no matters arising from the minutes.

The Chairman then introduced the visiting Area Representative of the General Council, Capt. J. E. Moloney, R.I.N. (Retd.) to the assembly.

Capt. Moloney gave a very interesting talk on the ideals and aims of the Royal Naval Association, and benefits to be derived. Much useful information was also gained, particularly at question time.

A hearty vote of thanks to Capt. Moloney was proposed by S/M Slade, seconded by S/M Clarkson, and unanimously applauded by the company.

The Chairman invited the Captain-in-Charge, Portland Dockyard, to address the meeting, and in a short and extremely good-humoured talk Capt. Mills wished the Branch every success and promised his help and support whenever it was possible.

On behalf of the Bridport Branch, the Chairman, S/M Ritchie, also extended their good wishes to the new branch.

In replying, Capt. G. L. MacLennan, O.B.E., R.N. (Retd.), the President of the Portland Branch, thanked the entire company for their support and trusted the Association would preserve the spirit of comradeship as witnessed that evening.

There being no further business, the meeting closed for refreshment. The remainder of the evening was of a social nature.

The competition prize was won by S/M Wiscombe.

## DOVER

THE DOVER Branch of the Royal Naval Association has arranged a "Dunkirk and Jutland Commemoration Service" for Sunday, June 3. It is intended that this shall be an annual event worthy of the great occasions it commemorates. Dover is, of course, the most fitting town for a Dunkirk celebration, for it was from the ancient castle that overlooks the town and the Straits, that the operation was directed and it was into this harbour that the majority of ships and boats returned with their passengers, who received their first welcome cups of tea and cigarettes on British soil again, at the hands of the good people of Dover.

The service is to be held at 11 a.m. in the Congregational Church, conducted by the Branch Padre, the Rev. M. R. Coombs (himself an ex-C.P.O. with thirteen years' service). The Commander-in-Chief, The Nore, Vice-Admiral Sir Frederick R. Parham, K.C.B., C.B.E., D.S.O., will be present together with the Right Worshipful The Mayor of Dover, and members of the Corporation. Invitations are being sent to neighbouring branches of the R.N.A., and to representatives of all local organisations who had a hand in the Dunkirk evacuation.

A "March Past" will follow the service at 12.15, when the Salute, at the Town Hall steps, will be taken by the Commander-in-Chief, The Nore. Music for the "March Past" will be provided by the Band of the Royal Marines School of Music, Deal.

The dates of Dunkirk and Jutland so nearly coincide that it was decided to incorporate commemoration of the latter in this Dunkirk Service.

Anyone who is able to get to Dover on that day, and would wish to attend the service and/or join in the "March Past" is invited to get in touch with the Branch Padre, Rev. H. R. Coombs, 2 The Paddock, Dover, or any of the Branch's officers (addresses in the R.N.A. Diary). Seating at the service will be taxed to the limit, so application in advance is necessary to secure seat allocations.

## WOOD GREEN AND SOUTHGATE

THIS IS one of the many branches in the North London Area and it is hoped that during 1956 our numbers will be considerably increased. At our Annual General Meeting held in January, the following officers were elected for the coming year:

President: Mr. O. W. K. Camp;  
Chairman: Mr. A. W. Ilsley;  
Vice-Chairman:

Mr. E. C. Mulquhney;  
Hon. Treasurer: Mrs. G. P. Boon;  
Hon. Secretary: Mr. H. T. Hooker,  
132 Powys Lane, Palmers Green,  
London, N.13.

Our headquarters are at the "Nightingale Hotel," 349 High Road, Wood Green, N.22 (a few minutes from Wood Green station on the Piccadilly Line), and we meet every Wednesday at 8.30 p.m. The first and third Wednesdays in the month are general meeting nights when all the business of the Association is discussed, and the other Wednesdays in the month are usually devoted to a

game of darts, etc. It is hoped that during the year we will be able to arrange darts matches with the other ex-service organisations in the two boroughs.

We hold socials and dances periodically and our next dance is to be held at The Nightingale Hotel, on Saturday, April 28, at 7.30 p.m., tickets price 2s. 6d. each.

All serving and ex-Naval personnel are welcome to visit us on any of our meeting nights and a special welcome is extended to all personnel on April 28, when we hope to have a "full house."

Anyone interested in joining the branch should contact the Secretary, whose name and address are as above.

Best wishes to all shipmates ashore and afloat.

H. T. HOOKER.

## CHATHAM

CHATHAM BRANCH sends greetings to all branches and to the NAVY NEWS, and hopes that the latter will assist in the closer relationship between branches.

We are now quite settled in our own headquarters, and our membership is much larger than before. We have had many visitors, including the new Commander-in-Chief, Admiral Sir Frederick Parham, and Lady Parham. Our Annual Dinner, which we were able to hold in our own Mess, was a great success, and in addition to the Admiral and Lady Parham, we had the pleasure of entertaining the Mayor of Chatham, Alderman Stanley Price, J.P., and Mrs. Price. We have also our own concert party, and their debut on Saturday, March 10, was a great success.

On Saturday, March 24 our Lady Associates are staging a Bring and Buy Sale, and Commodore and Mrs. Coleridge are hoping to attend; the latter lady will open the show, and the Mayoress (Mrs. Stanley Price) will also grace the proceedings.

On Saturday, March 17, we had the pleasure of receiving the Woolwich Branch, and a right royal evening was enjoyed by all. On Easter Monday our annual football match against the Gillingham Branch takes place, and we hope to retain the cup which we won last year. We will be pleased to see any branches that pass through "Chats" on their way to the seaside during the summer; just give us due warning of your intentions so that the cellar will not run dry! We are only a few hundred yards from the London-Dover road; turn sharp right at Luton Arches, and you will see our sign, and our flag at the masthead.

"SINBAD."

## BURY

THE BURY Branch send fraternal greetings to all members. Out of a total membership of 120, fifty-one attended the Annual General Meeting on Wednesday, March 14. The Treasurer reported that there was £80 in the bank, proving that the Branch is very much alive.

The Annual Dance was held on March 9. The affair was most successful, 300 attending.

## LANCING

WE ARE all indebted to the unsparing efforts of all the helpers who ensured the success of our children's

Christmas Party, and honoured by the attendance of Admiral Sir Charles and Lady Little.

With regard to news in general, we are pleased to report that, under the guidance of our President, Admiral Sir Charles Little, G.C.B., G.B.E., and our Chairman, Mr. J. A. H. Greet, we continue to make steady progress with increases in our Branch and Club membership during 1955.

We are happy to say that Mr. Greet has now fully recovered from the illness he contracted soon after his return from Durham and this news will undoubtedly be welcomed by his many friends in Area 3.

Our system of voluntary Bar Stewards is still working admirably and enables us to operate on a sound financial basis and improve our Club premises.

Social Evenings, both home and away, are always in great demand. We usually hold at least one major social at home every month, at which we are pleased to entertain visiting branches, so Social Secretaries with vacant Saturday dates, please write to the Secretary, R.N.A. Club, Tower Road, Lancing, for exchange of fixtures.

In conclusion, we at Lancing send our very best wishes to all members of the R.N.A. and particularly to shipmates of the many branches now well known to us by frequent exchange of visits.

F. R. BURGESS.

## FAREHAM

A VERY pleasing feature of our last meeting was the return to the fold of some of our shipmates who had been on the sick list for so long. S/M. Vice-President Snelgrove made a very welcome re-appearance after his long illness, and despite the fact that he is well past the three-score-and-ten, he was as chirpy as ever, and maintains his great keenness to get things done for the R.N.A., and the Fareham Branch in particular. Sorry to say that S/M. Piggott (our oldest shipmate in age) was reported sick at the meeting, and sincerely hope that he will soon be fully recovered.

It was decided to have the Branch Annual Outing on June 17, and call on our shipmates at Hastings to attend their "Dedication," and our Social Secretary would like names, and numbers of shipmates going as soon as possible, so that he can make arrangements for transport, etc., and don't forget, there is no limit as to numbers, and I am sure that we will all have a jolly good time.

This is the time of the year when most of us get busy on our gardens, and feel old age is really creeping on after a couple of hours digging. I wish you all massive crops, and wonderful blooms, but don't get over-doing it, and don't forget to develop your thirsts for the first of each month.

Well, shipmates, how would you like to be in the modern Navy? It's a bit different to the Navy we knew, isn't it? Still, I know that none of us will begrudge the younger generation their lot in the Navy; it is good to see such improvements being made.

The best of luck to shipmates everywhere.

S. W. SMITH.

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## R.N.A.S. ABBOTSINCH

### Task

0215 on Wednesday, March 7, saw the completion of the many months' hard work which had gone into the preparation of the aircraft which were to be taken on board H.M.A.S. Melbourne during her four days in King George V Dock, Glasgow, March 8-11.

During the next couple of days, traffic in Paisley (whose narrow streets are even normally not too negotiable) had the hazard of a stream of aircraft-in-tow added to the more normal one of the trams. Some of us, anyhow, envied the ability of the encroachers to curl up their own wings in an orderly manner before other road users did it for them. There was one exception to this method of self-preservation—the Avro Delta 707 (photo attached). Part of the fence at the dock perimeter had to be removed, the rough ground inside flattened and track put down before this aircraft found its way into the "Melbourne," the normal gateway (a) being two feet too narrow, and (b) marked by concrete posts.

The Melbourne was alongside somewhat after midday on Thursday, 8th, and clear of the dock again on the Sunday forenoon, the berth being required for the "Empress of Britain." The sterling efforts of the technical sections of the station had therefore to be rounded off by a hectic day or two of activity on the part of N.A.T.S.U., to get the "goods" safely over the first stage of the long journey to Australia.

A lot of prior organization was necessary of course e.g. arranging routes through Paisley and Glasgow with police departments, organizing guards and checking-posts at the dock, putting loading equipment into position beforehand, etc.

Then, for all of Wednesday and Thursday (from 0600 until after dark) the shuttle service between Abbotsinch and King George V Dock went on without a break until finally the sixty-odd aircraft and innumerable stores supplied by Abbotsinch were safely inboard—to "Melbourne's" gratification (as subsequent signals showed) and the Station's relief—until the next time.

### Social

The above-mentioned visit of "Melbourne," hurried and hectic though it was, was utilised as much as possible for exchanging visits, from Captains downwards. C.O. of "Melbourne"—Capt. G. G. O. Gatacre, D.S.O., D.S.C., R.A.N. There was hardly time to stand on ceremony, but this, if anything, merely added to the zest of the proceedings. We only regretted, in the Wardroom, that "Melbourne" was obliged to move a day or so too early, so that her Officers were prevented from attending our Wardroom Cocktail Party on the 12th. We also managed to get in games of rugby and hockey against sides from the "Melbourne." We undertook in the last issue to give the rugby score if printable, so we have to admit a defeat, 6-14. "Melbourne" rather cleverly avoiding a return game by sailing for Gibraltar. The hockey we won 4-1.

### Drama

Last year, the Sanderling Players gave a Drama Festival performance of "The Shop at Sly Corner," which won the Bambara Trophy for the Station.

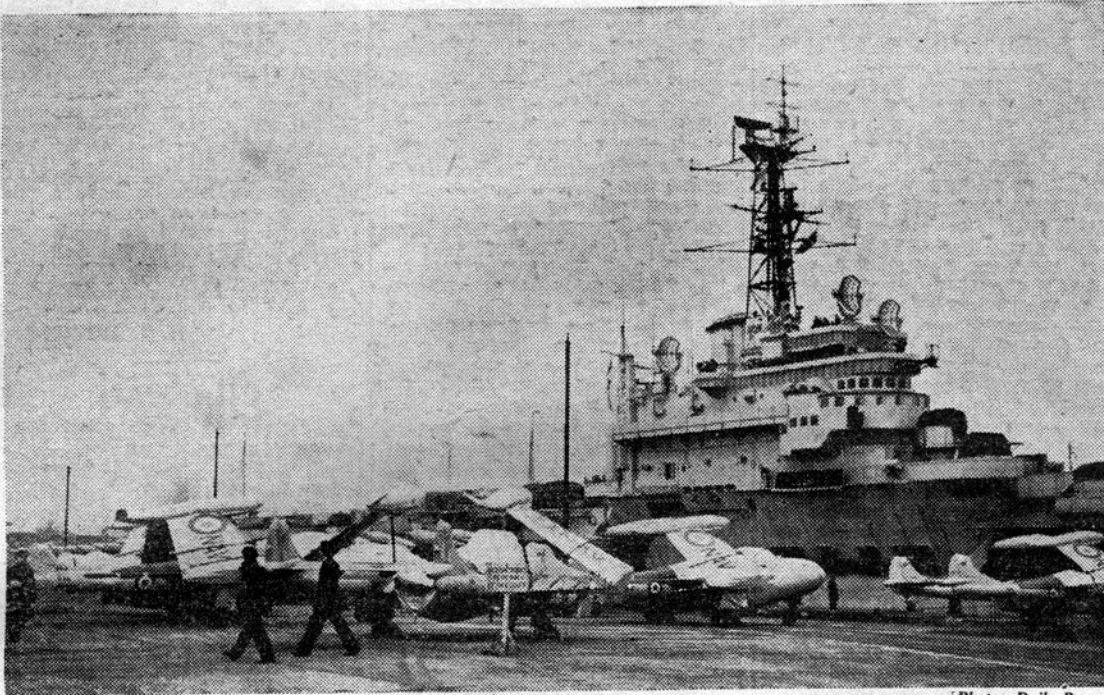
This year, we decided to do something rather lighter. We, therefore, steered clear of any sort of "Shop" (which word around here has harsh connections), and tried instead something with a pastoral ring (no pun intended for those who know the play)—"The White Sheep of the Family." We do not know yet, of course, how much we impressed the Adjudicator, Mr. Donald Fitzjohn (one way or the other)—but it is certainly safe to say that we had enthusiastic audiences both here and outside the Station. (It is the practice here to visit local hospitals with every play we produce; it needs much organization, but their pleasure and keenness more than repay for our trouble.)

The Trophy itself has been well polished recently, but we are hoping that other Stations will have to continue to take our word for this. We are tentatively saving up for another year's insurance premium, or alternatively, to buy a crate of beer to drown our sorrows.

## H.M. ROYAL YACHT BRITANNIA

WE'D HEARD so many stories about the Royal Yacht that we thought that it would be a good thing to go and find out for ourselves what all the rumours were about. Was it true, we wondered, that there was no leave whilst on Royal Duty and did every

# COMMAND NEWS



H.M.A.S. Melbourne embarking aircraft in King George V Dock, Glasgow

(Photo: Daily Record)

man have his own cabin? Wasn't it a shame that there was no rum issue on board and that medals are worn every day. However, with no punishments aboard, life might have its compensations.

We tackled a passing Chief and questioned him. Was he a Royal Yachtsman? Yes, he was, he replied, but not everyone we saw on board was in the Royal Yacht Service. Come again, we queried. It transpired that although the Yacht's Company numbered 230, only 170 were permanent complement. These men formed the Royal Yacht Service and could remain in Britannia until they had completed their engagements. The other sixty were additional, drafted for the year only to complete the complement when on Royal Duty. So there wasn't all that much to do on board, we enquired. The Chief Petty Officer seemed ruffled. Were we aware that in the first two years of her commission, the Yacht had steamed 17,000 and 20,000 miles respectively? Did we think that the Yacht kept herself cleaned? Had we ever heard of preventive maintenance? We thought that the time had come to shift berth, and did so.

What are conditions like, echoed another Yachtsman, dressed in a blue jersey with "Royal Yacht" in white letters across his chest. They seemed to him to be very similar to General Service; same leave, same rum, same pay and same messdecks though slightly more roomy. Talking of pay, he ruminated, those 170 in the Royal Yacht Service draw an extra shilling a day Royal Yacht Pay, designed in part to compensate for the slow rate of advancement within the Yacht. Had that affected him? Apparently not; owing to several men leaving at the expiry of their engagements, others had been rated up and got advancement earlier than in General Service. But that wouldn't always be the case, he continued. Apparently the rule was that in Britannia, if there was

a vacancy in complement, a permanent Royal Yachtsman, fully qualified by General Service standards, and recommended, would be rated up before calling upon another man from outside the Yacht Service. A Yachtsman who wanted to get advanced but was delayed by slow advancement in the Yacht could request to go back to General Service at any time.

What about these queer customs, we asked? There seemed to be nothing queer to this particular rating. One had to be quiet at all times and there was no piping except when Her Majesty came on board. He thought that no ship broadcast system (other than S.R.E.) tended for more effective and efficient work. The lack of noise was marked after a normal ship, but was a relief. Anyway, the odd customs and traditions were always fun when explaining points to guests being shown around the Yacht.

The Yeoman of Signals we spoke to next agreed about punishments. It was odd, he said, to be in a ship where none was awarded; on the whole, the scheme worked well although for certain offences, such as being drunk, there was no second chance; the Yachtsman was merely drafted away from the Yacht at the earliest opportunity. On the other hand, draught beer was sold on board whether at sea or in harbour; the Yacht has had this privilege since before the war.

Then we had a chat with an engineering mechanic. What did he think? Apart from the honour of serving the Queen rather more closely than he would have done in any other H.M. ship, he thought that there were few ships in the Navy which had both the opportunity of seeing the world and at the same time, spending the remainder of the time every year at her home port. This could cut both ways, we pointed out; a Yachtsman who had served ten years in the Yacht might never have had a continuous period of shore service in that time. The M(E) agreed; men, however,

could always request to return to General Service if they found that their home life was being seriously interrupted. He thought this unlikely. After all, one didn't serve in a ship that could carry a Rolls-Royce every day of one's life or have a Vice-Admiral as Captain. A scale of free kit every year besides the normal KUA, wasn't to be sniffed at. Personally, he'd stay.

Our last question was to an officer. How did a rating get selected for the Yacht? By requesting through his CO as for any other form of special service such as the Submarine Command. Initially, a man would be drafted to Britannia temporarily to complete complement for the year but subject to a vacancy in the full complement being available and being recommended, he could then be signed into the permanent Royal Yacht Service.

There was apparently a recent AFO on the subject. We thanked him, and went on our way wondering; there seemed few reasons why we shouldn't have a crack ourselves. After all, there is only one Royal Yacht.

## H.M.S. ARIEL

### Production of Rattigan Play for Royal Naval Drama Festival

AS THEIR entry in this year's Drama Festival, H.M.S. Ariel presented on Wednesday and Thursday, March 14 and 15, a performance of "While the Sun Shines," the well-known comedy by Terence Rattigan. The story, most appropriately for a naval establishment, dealt with the complications caused in the love affair of the young Earl of Harpenden—who is at the same time Ordinary Seaman Harpenden, Royal Navy—by the arrival on the scene of, firstly, an American officer with a hangover, and secondly, a Free Church officer with his own brand of advice to those about to marry. The action takes place in London in 1943, and the atmosphere of

those years, when even razor blades were unobtainable at any price (as the Earl had good reason to know), was brought back again in a most effective way.

The performance on Thursday evening was performed under the watchful eye of Mr. Donald FitzJohn, of the British Drama League, who is adjudicating this year's entries, and after the performance Mr. FitzJohn gave a short talk in which he showed both the audience and the cast just how many small points must be watched to produce a successful play. Unfortunately, the Ariel Drama Group proved to have missed some of them—for instance, the lamps for the evening scenes were missing from the room in the strictest sense of the word! However, Mr. FitzJohn said some complimentary things about the acting itself, although we are still waiting to see what he says about the other teams competing before we really relax! The teamwork between all members of the cast came in for commendation, indicating the hard work that had gone into rehearsals, while amongst the individual members the American Air Corps Lieutenant, played by L.R.E.M. Ian Morrison, was one of the high-lights of the evening. However, it is impossible to single out any one actor, and the cast presented a uniformly high standard throughout. At the same time, it must be admitted that everything went considerably more smoothly on the second night, when the actors had "shaken down" into their parts, and could concentrate on providing an entertaining evening as well as a technically competent performance.

The cast of seven included, in the order of appearance, R.E.A. Vincent as Horton the Butler, Lieut. C. J. Jackson as Bobby Harpenden, L.R.E.M. Morrison as Lieut. Mulvaney, Wren Ann Warmington as Elizabeth, Lieut. R. Champion as The Duke of Ayr and Stirling, R.E.I. Brian Hulme as Lieut. Colbert of the Free French navy, and last, but by no means least, Third Officer "Liz" Allen as Mabel Crum (complete with a heart of gold and a cheque for £2,000!). Backstage the team was led by R.E.A. Ray Scott, having his first attempt at production after so many assistant productions had proved his capabilities, while Percy Best once again emerged from the Drawing Office to become Stage Manager. Unfortunately, however, the Drama Group will soon have to call for new members, as several of the list are leaving shortly (Brian Hulme, in fact, was on his way ten hours after the final curtain!), but we are confident that new names will be found to carry on our previous high standard. At present the Drama Group have made no plans for the next production, leave being the main attraction at the moment, but a decision will be reached shortly. Until then, the Group will be mainly catching up on lost sleep caused by the rehearsal schedule!

## H.M.S. MERCURY

WE WOULD firstly like to congratulate H.M.S. Collingwood for their winning the R.N. Drama Festival with a fine performance of "The Deep Blue Sea," by T. Rattigan, and also like to compliment all those taking part in the festival. Our own performance of "Villa for Sale," by Soche Guityrm, though not a winner, was considered to be quite good by the judge, and considering that most of the players had very little, if any, previous experience of stage work, deserve praise for their entertaining, if not perfect, performance.

Not unlike most Establishments at this time of the season, we are in the middle of organising the End of Term Activities held by the various messes. We have very little social life, except for what we make ourselves, during the term, so you can imagine how everyone looks forward to the End of Term Dances, etc. Normally our entertainment takes the form of a "1/- Hop" in the Cinema, every Thursday evening; of course, some people might consider this to be more of an "endurance test" than a Dance, as the dancing is uphill or downhill, depending on whether or not you are moving from the 10d. to the 1/- or vice versa; yes, it's a sloped floor. However, this doesn't deter the younger members, and we get quite a good attendance. Cinema, which changes programmes three times a week, is our greater source of entertainment. However, it is a pity that Portsmouth wasn't built a little nearer to us. Most communicators will be very much interested in our new mess block. At present it is difficult to tell whether something is being pulled down or whether a building is going up. But it is hoped that what at present resembles the aftermath of a "blitz" will eventually turn out to be a very imposing building.



Aircraft being towed through Paisley en route for H.M.A.S. Melbourne

(Photo: Daily Record)



It only remains now for us to wish everyone a very happy Easter Leave, or for the less fortunate "bon voyage."

## H.M.S. DRYAD

WITH EASTER leave almost upon us and the surrounding countryside already showing signs of new life, we are able to forget the rigours of the past month in which outdoor activities have been severely curtailed.

Apart from the Inter-Command Championship, in which Dryad had no representatives, the cross-country course has recently had little use.

The home match in the annual soccer fixture with our colonists from Harrier proved a hard-fought game, resulting in a narrow 2-1 victory for Dryad. This, however, could not counter the 7-2 advantage which Harrier had gained on their own ground and they retained the trophy.

We received a walk-over into the semi-final of the Command rugby competition, but in a vigorous and well-enjoyed game, Victory proved too strong for us and won by a comfortable margin. It was some consolation to us, however, that they went on to beat Daedalus in the final.

Our rifle team's progress in the 303 Spring League has been retarded by a spate of low scores produced by frozen fingers. Nevertheless we have high hopes of finishing in third position.

Special mention must be made of Wren Angell who has consistently produced good scores, culminating in a 6.4 Rapid when the temperature at Tipnor was below zero.

The yacht Capella is now on the slip and undergoing her annual self refit. It is hoped that she will be ready to take the water again by the beginning of the new term.

For the Drama Festival, our Players ventured far from their usual fields with a production of the first act of T. S. Eliot's "The Cocktail Party." In spite of the difficulties of setting up their necessarily small stage in the vastness of the R.N.B. theatre, they gained fourth place in a close finish, in which very little separated the first four companies.

In a preview at Dryad, this play was accompanied by a production of Noel Coward's "Hands Across the Sea," a well acted farce which blended with the Festival choice to give a balanced evening of entertainment.

## R.N.A.S. GOSPORT

WITH THE approach of Easter leave and more and more officers and ratings going on draft every day, things are extremely quiet at H.M.S. Siskin, soon to become H.M.S. Sultan, Mechanical Training and Repair Establishment. Meanwhile, however, of major importance at this station are the First and Second Admiralty Interview Boards, which are under the direction of the Flag Officer, Admiralty Interview Boards. The First Board moved from the Royal Naval College, Dartmouth, and the Second Board from the R.N. Air Station, Lee-on-Solent. The function of the First Admiralty Interview Board is to interview all candidates (at the age of 18) for Cadet Entries into the Royal Naval College, Dartmouth, candidates for Royal Naval Scholarships (at the age of 16) and Upper Yardmen. The function of the Second Admiralty Interview Board is to interview civilians, Regular Service ratings who are candidates for commissions in the Supplementary List for Aircrew duties, and candidates for officer rank in the R.N.V.R. in the Aircrew, Executive, and Supply and Secretariat branches.

The main interest at present is the intense preparations that are being made for the production of "Seagulls over Sorrento," by Hugh Hastings, for the R.N. Drama Festival. Everybody is pulling more than his weight and great expectations are held for a high placing in the festival.

Although it is becoming increasingly more difficult each week, due to drafting, to find teams of the usual Siskin standard, the enthusiasm is still just as high in the soccer world. Unfortunately, however, the rugby, hockey and shooting teams are now extinct.

## H.M.S. DOLPHIN

THE CHIEF Petty Officers' Forum, held in the Dolphin Cinema on February 25, attracted a large and attentive audience. The Chairman, Captain G. D. A. Gregory, D.S.O., Royal Navy, Commanding Officer of H.M.S. Dolphin, having introduced the Panel (Captain G. H. Ashby, O.B.E., R.N., Commander P. G. Sharp, D.S.C., Commander G. W. Gay, D.S.C., M.B.E., Commander D. Cameron, V.C., Lt. Cdr. R. W. Garson, and Inst. Lt. Cdr. V. G. Middleton) gave the reasons for call-

ing the Forum into existence. The questions, were drawn from the audience, and embraced an extremely wide range of Service topics. The Panel, by appropriate division of the queries, made its initial debut with success. The Chairman, summing up the situation, not only brought the merits and virtues of the Submarine Old Comrades Association to the immediate notice of the audience, but stressed the fact that the very active steps now under way with the buildings in Blockhouse, were an invitation to all to make H.M.S. Dolphin worthy of its future.

In the field of sport Petty Officer Mechanic (E) M. Bayley (Light Middleweight) and Able Seaman K. Whistler (Light Heavyweight) won their respective weights in the Portsmouth Command Open Amateur Championships, and have been chosen to take part in the R.N. Championships on March 20, 21 and 22 in the R.N. Barracks Gymnasium, Portsmouth. In the Portsmouth Command Squash Knock-Out Competition, Dolphin were beaten in the Final by Daedalus, 3-2. In the U.S. League Division II the football team won 5 of its last 6 matches, and now have 25 points from 21 games. At the moment, although 5th in the table, there is every prospect of improving on this position.

Another Blockhouse association with Nelson is through H.M. Submarine Amphion the nominal descendant from a line of Amphions one of which, a frigate, in 1803 took Nelson out to the Mediterranean. Off Lissa in 1811 the signal, "Remember Nelson," was hoisted by Amphion, and this signal, with the head of Nelson, became the badge of the four-funnelled light cruiser, H.M.S. Amphion, built just previous to World War I.

## R.N.A.S. ANTHORN

THE NUMEROUS oyster catchers, ducks and geese, which frequent the barren wastes of the Solway, have had a very disturbed existence this term, due to the oft-repeated whine of the turbo-props of the many Gannets being prepared for H.M.A.S. Melbourne.

In addition, our friend Mr. Lucy from Squires Gate (Blackpool) often arrives unheralded in his Hawker Hunter, and proceeds to show off its capabilities. These displays are always impressive and on one occasion recently, it is said that the N.A.A.F.I. barber's aim was sadly deflected to the detriment of his victim's ear.

On March 1, the Dramatic Society presented in the H.A.C. Drama Festival, the comedy "The Chiltern Hundreds," which tells of the upsets in the household of the Earl of Lister (perfectly played by Cdr. C. Kemp), when his butler, Beecham (Cmmd. Stores Off. E. L. Adams) stands as Conservative candidate in a bye-election, because the son of the family, Lord Pym (Lt. Cdr. W. S. Bolitho) has broken a long tradition by standing as Labour candidate. Beecham is encouraged by Pym's ex-fiancée, an American (delightfully portrayed by Wren G. Davies), while Pym, on the rebound, seeks companionship with Bessie, the maid (Wren J. Mackinlay). Lord Lister is too occupied with combatting the ravages of foxes and rabbits in his grounds, so his wife (Third Officer A. Weeks), his sister (Third Officer E. Davey), and the former Labour M.P., now elevated to the peerage (Inst. Lt. Cdr. C. Checkley) try to restore some elements of sanity to the whirl of amusing situations. Everything comes to a head when Beecham wins the bye-election, and the position is only returned to normal when he decides that he prefers to be a butler, becomes engaged to Bessie, and applies for the Chiltern Hundreds. An appreciative audience enjoyed 2 hours of competently-acted entertainment from a cast, who had put long hours of hard work into their rehearsals, and who were ably assisted by a fine stage staff under the control of Cmmd. Air Engineer J. A. Fleetwood. The play was produced Lt. Cdr. A. H. L. Spens Black.

### CASUALTIES IN CYPRUS

The Admiralty regrets to announce the following Royal Marine casualties in Cyprus on March 17, 1956.

#### WOUNDED

Forester-Bennett, Robert, Lieutenant.  
Robinson, Arthur George, Sergeant, R.M., 7352; Malta.  
Wood, James William, Marine, R.M., 13102; Wallsend.  
Buckingham, Frederick James, Marine, R.M., 131181; Stowmarket.

## In Memoriam

Lieutenant M. N. Savage, Royal Navy, at Syerston, Notts, February 26, 1956.

Sub-Lieutenant K. A. Langford, Royal Navy, at Ford, Sussex. February 25, 1956.

Lieutenant F. Badcock, Royal Navy, at Brawdy, Pembroke. March 16, 1956. Missing, presumed dead.

Commander G. C. D. Curnock, Royal Navy, at Lee-on-Solent. March 16, 1956.

J. C. Scrivener, Petty Officer Airman Fitter (E), H.M.S. Centaur. March 14, 1956.

Acting Sub-Lieutenant C. B. Wales, R.N.V.R., March 18, 1956, at Ford.

Leading Steward Albert John Robinson, P/LX 919321. March 21, 1956. H.M.S. Rattlesnake.

Able Seaman Eric John Zivi Belsey, P/SSX 911471. March 22, 1956. H.M.S. Vigo.

## R.N.A.S. STRETTON

### Ship's Company Dance

A SUCCESSFUL Ship's Company Dance was held at Parr Hall, Warrington on March 13. The Captain, Officers and men really had a good evening's enjoyment dancing to the band of Harry Jarmin coupled with the fact that the Master of Ceremonies was P.O. Donaldson.

### Petty Officer's Social

The usual monthly Social of the Petty Officers' Mess was held in the Northern Air Division's recreation space on February 26. Acts included Johnny Dallas (jolly good comedian) and the Three Harmonicas. Dancing was to Jimmy White and his Band.

### Visit of Flag Officer, Reserve Aircraft

An informal visit was paid on March 1 to the Air Station by F.O.R.A., Rear-Admiral J. D. N. Ham, C.B.E., R.N., who called on the Commanding Officer, Captain E. M. Harvey, R.N.

The Admiral was shown round the Northern Air Division, Air Maintenance Yard and Wardroom and afterwards had lunch with the Captain. In the afternoon the Admiral left for Arbroath.

### Combined Cadet Force Visit

Roundhay Social (Leeds) Combined Cadet Force held a Whole Day Exercise at the Air Station on March 16.

Their R.N. Section, which comprised forty-nine Cadets and two Officers, arrived by coach at 1100 and had a full time of flying, fire-fighting, safety-equipment and sight-seeing round the Air Maintenance Yard until tea time, after which they saw two films—"Hitch Hike across the Pacific" and "Flying Sailors."

They finally went on their way rejoicing at 1800 with that expression we all like to hear—"Can we come again?"

### Mercy Mission

On Sunday, February 26, Leading Engineering Mechanic S. Podmore at H.M.S. St. Vincent received the news that his ten-month-old baby was dangerously ill at Sheffield. In true Navy style he was flown from Ford to Stretton, arriving here at 1130, thence by a car to Manchester, followed by train to Sheffield—another occasion when the Royal Navy considers "the greatest single factor."

### R.N. Drama—Bambara Trophy

The play, "Puzzled Portias" is in the final stages of rehearsal. As much time and trouble has gone into the production let us hope that the whole company will have their reward and capture that prized "Bambara Trophy."

### Northern Air Division Dinner

The above Dinner was held at the Lion Hotel, Warrington, this month, when approximately eighty Officers and their guests attended this Divisional Dinner.

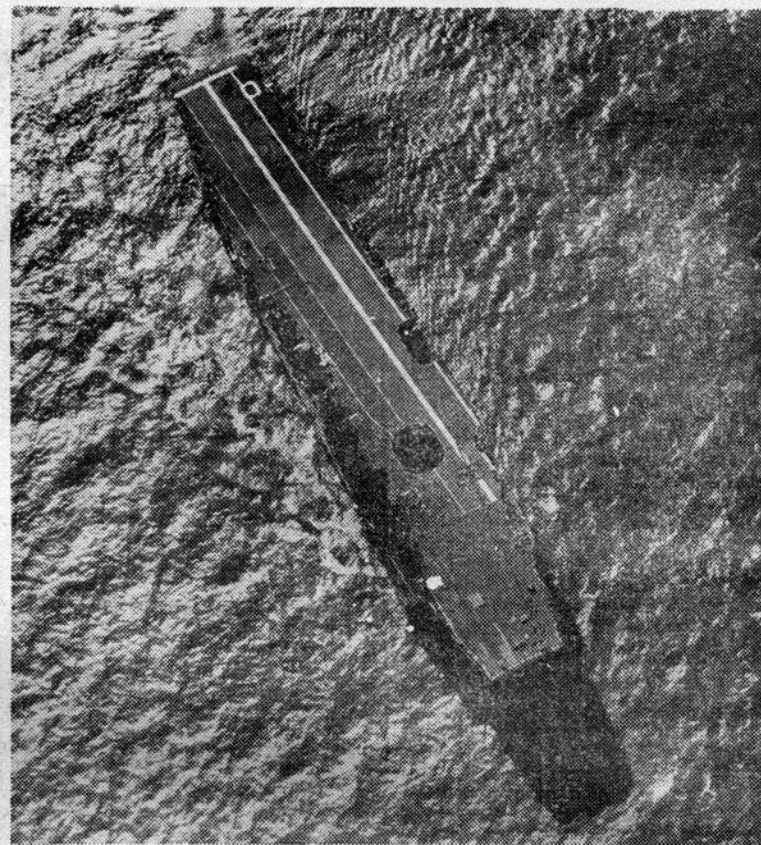
The Admiral Commanding Reserves' Aviation Officer, Commander J. H. Dundass, O.B.E., D.S.C., R.N., was made Freeman of the Northern Air Division. Commander Dundass is being relieved by Commander P. M. Austin, R.N.

Major T. R. Davies, R.E., who designed 1841 Squadron Crest was presented with a replica of the crest for his services.

This Dinner proved very successful with both Squadrons of the Division (1831 and 1841) and no doubt there will be more of these occasions to come.

### Land Yacht

Through the good offices of the Fairey Aviation Co. we have recently



An unusual view of the flight deck of H.M.S. Ark Royal

acquired a land yacht, which should prove another very useful addition to our already numerous activities. At least, one does not have to bale this one out!

## H.M.S. VERNON

DRAMATIC ART seems to have been the order of the month. The Vernon Players presented "Harlequinade" and "Murder in the Cathedral" for three nights in our theatre and took the latter play to Victory Theatre for the Drama Festival, where it was very well received. Unfortunately, the adjudicator placed us a close second to H.M.S. Collingwood, so we relinquished our hold on the cup. We congratulate Collingwood. We also congratulate

our producer and his team for a very fine production, and thank all those who took part both "on the boards" and behind the scenes.

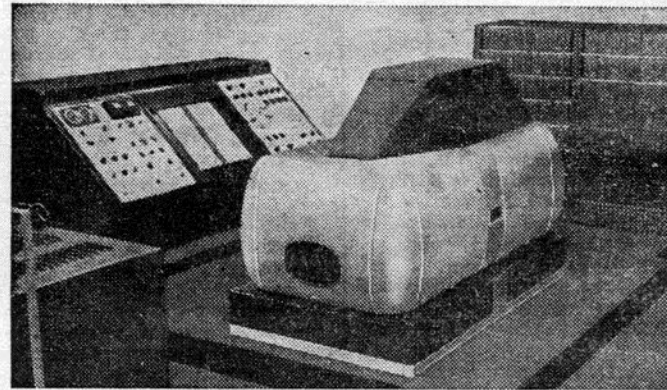
Sporting activities have continued. The closing stages of the football season were marked by a very spirited struggle between the Chief Petty Officers and the Petty Officers versus the Junior Rates "A" team for the final of the Inter-part competition. The Junior Rates wrested the trophy from the holders by a margin of four goals to one.

Another soccer occasion took place when the visiting squadron of French minesweepers produced a team to take us on. Their Continental style of play had our team baffled for a while and they scored an early goal, but in due

(Continued on page 15)

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# SPORTS PAGE

## INTER-SERVICES CROSS-COUNTRY CHAMPIONSHIPS, 1956

A DRY, sunny afternoon with little or no wind, preceded by a slight night frost, 6½ miles of well varied but generally flat "country," the pick of the Services' runners. These were the ideal conditions and background when the Royal Air Force were the hosts for the 25th Inter-Services Cross-Country championships held at R.A.F. Henlow, on Friday, March 9, 1956.

The first mile and a quarter of each of two laps consisted of stretches of heavy trodden plough, a ditch to spring, the fording of a shallow stream twice with soft going in between. The remaining two miles of the lap consisted equally of meadow land with the odd bridge and stile, and pathway between fields with a narrow ditch, the whole offering firm fast going by way of comparison.

Any team with the strength and speed to send four runners to the front on this early heavy section would clearly find it advantageous to do so. The R.A.F. did just this. They led as a team throughout and thus retained the team championship for the fifth year in succession. L.A.C. Ibbotson took the lead just before six miles to win by 30 yards from Cpl. Heatley (Army) who challenged Sgt. Gallagher (R.A.F.) a quarter mile from home. Gilson and Firth came in together fourth and fifth for the R.A.F., followed by Humphries and Joyce for the Royal Navy. Ibbotson thus retained his Inter-Services title obtained last year.

The Royal Navy for their team of eight were relying upon four stalwarts who have represented the Navy for a number of years, namely A.A.3 Humphries, their 1956 champion, E.A.3 Joyce, P.O. Sharp and Stwd. Meadows, all of whom competed over the same course three years ago. The remaining four were in the team for the first time.

With the exception of Cpl. Heatley, the Army 1955 and 1956 champion, the Army team was new but obviously they had considerable strength in

Eldon, North and Crump, who had all done well in the National Junior the previous Saturday.

The R.A.F. also included two comparatively older runners in Sgt. Gallagher and Sgt. Cobley, while Ibbotson and Firth had competed in 1955.

One of the most pleasing features of this year's race was yet a further move to mix it which began with the Army last year and continued this time with the determination of the Navy men, Humphries and Joyce, not to be left out of it. They settled in at 9th and 11th and slowly but surely moved up and through to 7th and 8th and, with a fine heartening effort in the closing stages, finished 6th and 7th. When the quality of the opposition is considered, these were indeed creditable performances.

### Team Result

1st—Royal Air Force: 1, 3, 4, 5, 10, 12 (35 points).  
2nd—Army: 2, 8, 9, 11, 15, 17 (62 points).  
3rd—Royal Navy: 6, 7, 16, 18, 21, 22 (90 points).

### Individual Placings

F. LAC Ibbotson (R.A.F.): 37.52; 2. Cpl. Heatley (Army): 37.58; 3. Sgt. Gallagher (R.A.F.): 38.05; 4. A. C. Gilson (R.A.F.): 38.10; 5. LAC Firth (R.A.F.): 38.11; 6. A.A.3 Humphries (R.N.): 38.15; 7. E.A.3 Joyce (R.N.): 38.17; 8. Pte. North (Army): 38.20; 9. Pte. Crump (Army): 38.28; 10. Sgt. Cobley (R.A.F.): 38.52; 11. L/Cpl. Eldon (Army): 39.01; 12. Cpl. Clark (R.A.F.): 39.20; 13. Cpl. Lillicrap (R.A.F.): 39.25; 14. SAC Jackson (R.A.F.): 39.25; 15. Pte. Batty (Army): 39.29; 16. LEM Fussle (R.N.): 39.36; 17. Cfn. Wright (Army): 39.42; 18. Wtr. Hudman (R.N.): 39.48; 19. Gnr. Beveridge (Army): 39.58; 20. Spr. Harbach (Army): 40.15; 21. Stwd. Meadows (R.N.): 40.35; 22. P.O. Sharp (R.N.): 41.12; 23. S.A. Dewnap (R.N.): 41.32; 24. A.B. Paxton (R.N.): 42.10.

## FENCING

### Royal Tournament Phase 11

RESULT OF THE Fencing Royal Tournament Phase 11 held at the R.N. Barracks on March 12 and 13 is as follows:—

**Bayonet Team Competition**  
Winners.—R.N. School of P.T.  
Runner-Up.—H.M.S. Collingwood.

**Palmer Trophy Bayonet Team**  
Winners.—R.N. School of P.T.  
Runner-Up.—H.M.S. Collingwood.

**Bayonet Individuals**  
1st. L./Sea. K. Pearson, P.T. School;  
2nd. L./Sea. Sanders, R.N. Barracks;  
3rd. A.B. W. Wood, St. Vincent.

**Foil**  
1st. P.O. R. Tedder, St. Vincent;  
2nd. P.O. R. Yates, Theseus;  
3rd. Inst. S./Lt. Garrett, Collingwood.

**Epee**  
1st. L./Sea. K. Pearson, P.T. School;  
2nd. P.O. R. Tedder, St. Vincent;  
3rd. S./Lt. D. A. Gunn, Starling.

**Sabre**  
1st. L./Sea. K. Pearson, P.T. School;  
2nd. P.O. R. Yates, Theseus;  
3rd. P.O. R. Prior, Dilligence.

Winners in Bayonet Team combats, and 1st and 2nd in all other weapons,

have qualified for Phase 3, Navy Championships on April 24, 25 and 26, and names have been forwarded.

### Royal Navy v. Surrey County

ON SUNDAY, March 18, the Royal Navy fenced Foil, Epee and Sabre versus Surrey County at Weybridge.

At midday, with the temperature rising and the sun streaming through a partially glassed roof, the fighting became a very hot business indeed and the points were very even.

### Results

	Surrey	Royal Navy
Foil	3	6
Epee	5	4
Sabre	3	6
Total points	11	16

The Navy team consisted of:—Cdr. Sgt. Thompson (R.M. Deal); Capt. Stewart, R.M. (R.M. Eastney); Cpl. Joyce (P.T. School); L./Sea. Pearson (P.T. School); Lieut. Spafford (R.N.A.S. Ford); Lieut. Creagh-Osborne (R.N.A.R.Y. Fleetlands); C.P.O. Johnson (Victoria Barracks); and Lieut. Winckles (P.T. School).

## INTER-COMMAND CROSS-COUNTRY CHAMPIONSHIPS

THE 1956 Inter-Command Cross-Country championships were held this year over H.M.S. Dryad's course at Southwick. Portsmouth with their local knowledge of the course had high hopes of reversing Air Command's narrow win of last year, but it was not to be. Despite some good packing by the Portsmouth team Air again achieved a narrow victory, four of their team being placed in the first six.

### Final Results

1st—Air: 1, 2, 5, 6, 10, 13 (37 points).  
2nd—Portsmouth: 3, 4, 7, 8, 9, 12 (43 points).  
3rd—Devonport: 11, 14, 15, 18, 20, 29 (107 points).  
4th—Nore: 19, 22, 24, 25, 26, 27 (143 points).

## HOME FLEET SPORT

ON RETURN of the Fleet to Gibraltar on February 14, there was high hopes of completing all outdoor sport before dispersing for visits to Spanish ports and taking part in the Combined Fleets' exercises. The third match of the King's Cup, 6th D.S. versus Glasgow/Reward, ended in a convincing win for Glasgow/Reward by 6—0. Results of the Hockey Challenge Cup Semi-Finals were: Tyne/Taciturn 4, Glasgow 2; 6th D.S. 3, 4th D.S. 2. It was hoped to hold the Final of the King's Cup—Glasgow/Reward versus 4th D.S.—and the Hockey Cup—Tyne/Taciturn versus 6th D.S.—on February 18, after being postponed three times, but on going to press they have still not taken place. The continuous rain during this period brought outdoor sport to a standstill and even when the rain ceased, the grounds, owing to inadequate drainage, remained unuseable for a further two or three days. However, successful Squash and Tennis matches were played against the Naval Officers' Pavilion.

From February 29 to March 5 the Flagship and 4th D.S. visited Valencia where soccer, tennis and rugby matches were played against civilian teams.

A combined Football XI did well to concede only five goals in their match versus the Levante F.C. who were an all professional team and fully employed the use of substitutes. However, we had our revenge in the rugby match.

The Fleet Open Boxing Championships were held on February 20-21, the Fleet Flagship repeating her success of the previous cruise in the Novices Championship. Results were as follows:

**Bantamweight.**—A.B. Darrock (Tyne) beat M.(E) Train (Glasgow).

**Featherweight.**—M.(E) Black (Tyne) walk over O/Sea. Williamson (Roe-buck) (sick).

**Lightweight.**—M.(E). Barrett (Agin-court) beat M.(E) Dempsey (Agin-court).

**Light-Welterweight.**—Cook Wager (Barrosa) beat O/Sea. Wright (Comet).

**Welterweight.**—A.B. Smith (Scorpion) beat Boy Hilton (Wakeful).

**Light-Middleweight.**—O/Sea. Fraser (Glasgow) beat A.B. Gragg (Glasgow).

**Middleweight.**—A.B. Rumsey (Tyne) beat M.(E) Essex (Tyne).

**Light-Heavyweight.**—L/Sea. Mackney (Scorpion) beat M.(E) Walsh (Tyne).

**Heavyweight.**—M.(E) Wright (Agin-court) beat Cook Payne (Glasgow).

## BOXING

### Portsmouth Command v. Slough

THE PORTSMOUTH Command Boxing Team visited the Slough Community Centre at Slough on Wednesday, February 29.

Portsmouth Command took 12 boxers, of which Slough could only match 10. Two of our better boxers, A.B. Ridley (Phoenix) and P.O. Bayley (Dolphin), were without a bout. Generally the contest was a hard fought and closely contested affair, giving good entertainment to the public and thoroughly enjoyed by the boxers. The result eventually being a win for Slough, 6 wins against Portsmouth Command's 4.

The bout of the evening was that between J. John (Slough) and A.B. Dunkley (Vernon). John being an International and a winner of the London Championships over the last three seasons. Dunkley fought very well but was unable to stop John getting points and the verdict.

Full results were:—

**Middleweight.**—A.B. Rawlings (R.N.B. Portsmouth) beat F. Wright (Slough) on points.

**Light Heavyweight.**—A.B. Wann (Excellent) lost to P. Novack (Slough). Referee stopping the bout in the second round. Wann suffered a wrist injury.

**Featherweight.**—R.E.M. Knights (Horsea W.T.Stn.) beat J. Whylic (Slough). Whylic being forced to retire at the end of the second round.

**Featherweight.**—A.B. Dunkley (Vernon) lost to J. John (Slough) on points.

**Lightweight.**—O.S. Dunning (Liverpool) beat V. Parkhurst (Slough) on points.

**Light Welterweight.**—A.B. Hedges (Excellent) lost to D. Lyon (Oxford) on points.

**Heavyweight.**—A.B. Fisk (Vernon) lost to E. Long (Telcon). Referee stopping the bout in the third round.

**Middleweight.**—Tel. Hone (Hornet) beat G. Malone (Southampton). Referee stopping the bout in the first round.

**Light Heavyweight.**—A.B. Whistler (Dolphin) lost to J. Carroll (Southampton) on points.

**Light Heavyweight.**—A.B. Rogerson (Vigo) lost to B. Short (Slough) on points.

### Portsmouth Open Boxing Championships, 1956

THE PORTSMOUTH Command Open Boxing Championships were held in R.N. Barracks Gymnasium on March 7 and 8.

Entries eventually were 38, all local Stations and Ships being represented. Number of entries were rather disappointing. More new boxers ought to be forthcoming.

The public was admitted on both evenings, 13 bouts being fought off each evening. Boxing reached quite a

### Final Points for Challenge Cup

Tyne	...	...	21
4th D.S.	...	...	17
6th D.S.	...	...	16
Glasgow	...	...	15
5th F.S.	...	...	6

On the return of the Combined Fleets to Gibraltar on March 12, a full sporting programme will take place, including the Home Fleet's King's Cup and Hockey Challenge Cup Finals. It is much regretted that the Mediterranean Fleet strength has been drastically reduced owing to operational commitments.

high standard, most bouts being closely fought, and the spectators enjoyed the evening's entertainment.

### Final Results

**Flyweight.**—A.B. Mason (R.N.B.) beat App. Hibbens (Coll.)

**Featherweight.**—P.O. Ronaldson (Coll.) beat A.B. Ridley (Phoenix).

**Lightweight.**—O.S. Dunning (Res. FL.) beat A.B. Heeseman (R.N.B.).

**Light Welterweight.**—A.B. Hedges (Exc.) beat M.E. Russell (Theseus).

**Welterweight.**—A.B. Rawlings (R.N.B.) beat M.E. Hood (Exc.).

**Light Middleweight.**—P.O. M. E. Bayley (Dolp.) beat Mne. Riley (Bulwark).

**Middleweight.**—Tel. Hone (Hornet) beat A.B. Rogerson (Exc.).

**Light Heavyweight.**—A.B. Whistler (Dolph.) beat Ck. Bennett (St. Vincent).

**Heavyweight.**—L.S. Fisk (Vernon) beat P.O. Lamb (Vernon).

### R.N. and R.M. CADETS CORPS PORTSMOUTH COMMAND

THE INTER-CORPS Boxing Championships were held in Howe Gymnasium, H.M.S. Collingwood on the evenings of March 14 and 15.

The standard of boxing was generally high and competition very close, the Challenge Trophy for the highest aggregate being decided on the final bout of the evening. H.M.S. Victory were the winners with 20 points and H.M.S. Vernon second with 19 points.

The Trophy for bouts 6½ stone and under was won jointly by H.M.S. Vernon and H.M.S. Dolphin with 12 points.

Results for individual weights were:  
4½st. and under: Looker (Excellent); 5½st. and under: Povey (Excellent); 6½st. and under: Stevens (Vernon); 7½st. and under: Beets (Vernon); 8½st. and under: Coe (Excellent); 9½st. and under: Sandy (Victory); 10½st. and under: Allen (Victory); 11½st. and under: Purnell (Victory); 12½st. and under: Langridge (Collingwood).

### BOYS' BOXING

THIS YEAR'S I.S.B.A. Boys' Team championship was held at the R.A.F. Apprentices Training Establishment, Halton, and resulted in a very narrow victory for the Army. Final results were:

Army	...	36 points
Royal Navy	...	35 points
R.A.F.	...	29 points

In the Class "A" competition (under 16 years) the Navy established a clear lead over the other two Services but the Army Class "B" (under 17 years) boys were very strong and they won six of the nine weights.

Six titles were won by the Navy, five in Class "A," Boy Mapp (Ganges), Boy Robertson (St. Vincent), Boy Whitehead (Ganges), Boy Ryder (Ganges) and A/App. Holt (Fisgard) and one, Boy Pheby (Ganges) in Class "B."

For the first time, the I.S.B.A. winners took part in the A.B.A. Quarter Finals, boxing against the Sea Cadet Corps, Army Cadet Force and Air Training Corps, at Aldershot, on March 10. Before a distinguished gathering including Admiral Sir Geoffrey Layton, President of the Sea Cadet Corps and General Sir Gerald Templer, Chief of the Imperial General Staff, the Navy boys acquitted themselves most creditably and three (Boy Mapp, Boy Robertson and A/App. Holt) qualified for the A.B.A. Junior Finals which were held at the Albert Hall on March 26. The results of these finals was not known at the time of going to press.

## SPORTSMAN OF THE MONTH



### Cdr. J. D. L. Repard, D.S.C., R.N.

CDR J. D. L. Repard, D.S.C., R.N. of H.M.S. Vernon joined the Service in 1939 from Rugby School. At this time his prowess at games was noteworthy; he obtained his school colours for rugby, hockey, cricket and tennis. Not only was he outstanding in these widely divergent sports, but in two successive years, with different partners, he succeeded in winning the Public Schools' Rackets' Championships (Doubles). He also represented the Sussex School Boys at Rugby.

It was not until the end of the war that he was able to play games regularly, but by 1948 he was not only representing the Royal Navy in the Inter-Services hockey championships, but also representing the Service at Tennis and at Squash. This was no mean feat, to get Navy caps for three separate sports, but he also (due to the somewhat elastic qualification rules) played hockey for three

different counties in the ensuing years—Suffolk, Dorset and Hampshire—and also gained tennis colours for Dorset and Hants; with finally, a squash cap for Suffolk.

In 1953 in the middle of his playing career, he was stricken with bulbar polio. This is the more serious type of Poliomyelitis with an average death rate of 95%, and things looked pretty black for David Repard; even if he recovered there seemed little prospect of his ever being able to play games of the more violent sort. However, the tenacity he showed on the field stood him in good stead on the sick bed; not only did he make a complete recovery, but in 1955 he was out again with his hockey sticks and his racquets. Although he did not reach the top of his form at tennis, he improved his hockey so well that he is, this year, Captain of the Royal Navy's team, and also of U.S. Portsmouth Team. It is a clever opponent who can get past him when playing in his usual position as left back.

When we interviewed David Repard and asked the inevitable question: "What does your wife think of your

playing games so often?" the reply came straight away "That's easy, she comes with me."

For a married man it is not always easy to be shooting off to play games, more so if he has a young family, and there is no doubt that very little of Cdr. Repard's games playing would have been domestically acceptable without the encouragement given him by his wife. With pram and carri-cot (and occasionally a hot water bottle) she is to be seen quietly knitting while she watches, apparently unmoved, the clothes she has only just washed getting covered with mud, blood and sweat. There must be many married sportsmen who wish they had such loyal support.

To our request for his favourite sport came the reply without hesitation—"Rackets."—This was coupled with the regret that he hadn't been able to play this at all since he had had to pay for it himself. David Repard really enjoys his sport and it is noticeable on the field that he has little patience with those who get peevish. He was very firm about his objections to those characters who

## BASKETBALL

THE 1956 Inter-Command Basketball competition was run on the same lines as last year, i.e. the best unit team in each Command representing the Command in the semi-finals and final.

Results were:—

**Semi-finals.**—H.M.S. Collingwood (Portsmouth) beat H.M.S. Pembroke (Nore), 36—27.

H.M.S. Seahawk (Air) beat H.M.S. Drake (Plymouth), 29—22.

**Final.**—H.M.S. Collingwood beat H.M.S. Seahawk, 54—37.

neglect their work to play games, or are allowed to do so, thus creating an undesirable suspicion of professionalism.

Our final question to Cdr. Repard was about his ambition, and his reply was typical of a man who gets a lot of fun from games. He would like to command a destroyer with a ship's company that could beat the pants off any big ship in the fleet at every game.



## HOME AIR COMMAND

## Football

THE SOCCER report for this month must necessarily be short and sweet.

At the time of writing this report we have the Navy Cup final on March 21 and the Inter-Command final on March 28 to look forward to, the Air Command being represented in both Competitions.

We wish Daedalus the very best of luck in their "local derby" with H.M.S. Collingwood and hope that the Navy Cup will remain with the Air Command for a third successive year.

The Inter-Command final promises to be a thriller as Nore Command are known to have a strong team and they will be literally playing at "home," which is always a tremendous advantage.

Turning to Station activities, congratulations to Ford on winning both the U.S. Charity and U.S. Challenge Cups. Success has evaded this well balanced side in past years but this year they deserve their victories.

Stretton are once again Warrington and District League champions.

Daedalus, although well placed in Division I of the U.S. League, look as though they will not quite make the top of the League, but at the least they have the satisfaction of having a "bash" at Collingwood in the Navy Cup, especially as Collingwood are virtually U.S. League Division I champions for 1955/56.

Next season will see a new Secretary in the chair and a new Chairman. Commodore G. E. Fardell, the present Chairman, is shortly leaving Lee for other parts.

Finally, a word of thanks to the departing Secretary, Cdr. W. Morris, who must be one of the first Command Secretaries in the Air soccer world to have played an active part on and off the field, we wish him bon voyage.

## Cross-Country

As hoped, Air Command once again retained the Inter-Command Cross-Country trophy, but the result was very close indeed and only a superb team effort kept Portsmouth in second place.

The Air team showed one change from the original selection. L.R.E.M. Day of Culdrose being unable to run owing to injury during training.

Conditions were similar to those encountered in the Command race at Ariel, a hard surface and a bitter day making it far from easy for competitors.

Unfortunately it was not possible to see all the race but throughout AA.3 Humphries and EA.3 Joyce set a hard fast pace, running shoulder to shoulder, and P.O. Sharp of Portsmouth running a consistent third, but not really close enough to worry the leaders.

Once again AA.3 Humphries pulled that little extra out of the bag and with a final burst passed the finish slightly ahead of Joyce, and nearly two minutes ahead of Sharp. With Fussle, Meadows, Chambers, Cowill and Ratcliffe running well as a team, the victory was well earned.

Humphries, Joyce, Meadows and Fussle went on to represent the Navy in the Inter-Service championship, and once again Humphries and Joyce ran well to come in sixth and seventh respectively, which in view of the international quality of the opposition was a very creditable effort.

Congratulations to these two very fine runners, who are possibly the most conscientious runners in the Service. Their efforts are only the result of long monotonous practice runs every day of the year, an example to all other potential athletes. To quote—"If you want to be an athlete in July, you must be one in January."

Fussle appeared for the last time and will shortly be leaving the Service. It is hoped he will still remain in the forefront of athletics, even "outside."

The Home Air Command team are to be congratulated, each and every member of the team. Their efforts and their victory make them more than worthy of representing the Command, well done! We look to next season and hope that once again our team will be as fit and enthusiastic as this year.

## Boxing

The Home Air Command Open and Team Boxing championships were once again held at R.N.A.S. Bromcote and as was the case last year, it was a success, both from the boxing and also the financial side of the organization.

Both team and individual entries this year were better than even before, and some of the bouts were the best seen in the Air Command for a long time.

At the weigh-in on Wednesday, March 14, 73 boxers took to the scales, and apart from one or two the weigh-in was more than satisfactory. Unfortunately, at the medical inspection, several boxers failed to pass the doctor which resulted in a final entry of 56, with contestants at all weights ranging from 7 stone 3 lbs. to 15 stone 7 lbs.

Apart from two preliminary bouts in the forenoon, all the preliminary bouts and sixteen of the semi-finals took place on Wednesday afternoon and evening.

It is difficult to pick out all of the outstanding performances, but for the spectators there were plenty of thrills, and a great deal of skill, with the usual cases of non-stop hard hitting to make it all the more entertaining.

In two bouts in the Light Welterweight class we saw N.A. Mercer almost annihilate his opponents. The punching power of Mercer is some of the hardest hitting many of the more experienced officials have seen in a long time, and no doubt his opponents will not forget the day they climbed into the same ring with him. Unfortunately Mercer suffered a slight hand injury which prevented his appearance in the final and in the H.A.C. team. The final of this weight did not take place, as E.M.A. Slater of Culdrose, who had a very rough passage to the final, was also unfit, and he gallantly agreed to Mercer receiving the winner's prize, whilst he took the runner-up's award.

Another Abbotsinch boxer, P.O. Thorne, was expected to do well, and after subduing his clever opponent in the semi-final, N.A. Hallam of Culdrose, he was well and truly knocked out by some brilliant fast hitting in the final, his opponent being N.A. Price of Stretton. Needless to say Price delivered four or five blows as Thorne was going down from the initial blow.

A shock in the Light Welterweight was the defeat of N.A. Duggan by N.A. Watson of Anthorn. Watson gave a brilliant display of counter punching and outboxed Duggan almost all the time. As already mentioned, Watson met Mercer and the bout ended unhappily for Watson in the first round.

A very improved N.A. Dryden from Lossiemouth fought through to the final of the Light Heavyweight and defeated N.A. Wilding, a Field Gunner from Lee, in the final. Wilding had unfortunately suffered a slight injury to his hand in the semi-final of this weight.

The Bantamweight final produced two very keen newcomers, N.A. Latimer from Lossiemouth and N.A. Wearne from Anthorn. Latimer, who was very fast and punched extremely well, found his match in Wearne who was able to punch harder, and the bout ended in a knock-out in favour of Wearne. Both these boxers showed considerable promise and ability.

N.A. Townsley of Anthorn, already well known, had only one bout, the final of the Featherweight, and was too strong for his opponent, N.A. Barrett of Culdrose, the bout ending in a knock-out in the second round.

The Heavyweight division as always produced plenty of enthusiasm but very little skill. Sub-Lieut. Nash the eventual winner had an amusing battle with the "local" boy A.B. Calez, but in the final, A.B. Bix of Stretton did not produce any of his promising form in previous bouts, and Nash was an easy winner.

The overall results were as follows:

**Flyweight.**—Sig. Coquerel (Brawdy) beat N.A. Jackson (Stretton).

**Bantamweight.**—N.A. Wearne (Anthorn) beat N.A. Latimer (Lossiemouth).

**Featherweight.**—N.A. Townsley (Anthorn) beat N.A. Barrett (Culdrose).

**Lightweight.**—N.A. Clough (Culdrose) beat N.A. Budding (Lossiemouth).

**Light Welterweight.**—N.A. Mercer (Abbotsinch) and E.M.A. Slater (Culdrose) both unfit to box.

**Welterweight.**—Cdt. Obs. McCall (Culdrose) beat N.A. Wass (Bramcote).

**Light Middleweight.**—N.A. Price (Stretton) beat P.O. Thorne (Abbotsinch).

**Middleweight.**—P.O. Jones (Culdrose) beat Cook (O) Wrey (Brawdy).

**Light Heavyweight.**—N.A. Dryden (Lossiemouth) beat N.A. Wilding (Lee).

**Heavyweight.**—Sub-Lieut. Nash (Culdrose) beat N.A. Bix (Stretton).

The team trophy was won by R.N.A.S. Culdrose, their fourth victory in a major H.A.C. Tournament during the Winter season. R.N.A.S. Lossiemouth, the 1955 holders, were runners-up.

To wind up the boxing report we say farewell to C.P.O. Lewis, as this will be his final Command boxing meeting, and although the Air Command have not always been successful, his enthusiasm has always been a guiding light for all Air boxers.

## Athletics

Last month's Sports Report mentioned a competition which would shortly come into effect within the Command.

As this month's issue will be the last before the Easter leave period, the time seems ripe to say a few words of explanation about the "Inter-Departmental Athletic Competition."

It has been felt that Naval athletics has lagged a little behind the other two Services, although the recruitment, of international athletes in the National Service entry of the Army and R.A.F. is largely due to this state of affairs.

It has always been obvious that there is a great deal of latent talent within the Service, which if found and encouraged could raise the athletic standard to a level comparable to the other Services.

The first logical step is to raise the interest in athletics and also find the latent talent. The encouragement will come with coaching and higher standard of competition which the discoveries will obviously get.

The competition aims to do exactly what is required.

As briefly as possible the competition will run as follows:—

- On an inter-departmental basis.
- On a time and performance scoring system.
- Over two periods of six weeks each period.
- Using a scoring table which encourages every competitor to improve his ability on the track or in field events.
- Awarding a trophy to the winning department with the highest score at the end of the two periods.

The rules of the competition will be distributed before the Easter leave period and it is hoped that all athletes and intending competitors will enter the competition with the purpose of raising the standard throughout the Air Command and commanding the interest of all.

Remember the Air Command has yet to win the Inter-Command Athletic competition, and although the Command has abundant talent its standard still falls short of Portsmouth Command, particularly in the field events and the hurdles. This competition can, and should help to raise the best Command team ever, if not this year, possibly next.

All that remains now is to say "Its up to you and your department, start training now."

## Squash

There were 16 entries for this year's H.A.C. Squash championships, held at R.N.B. Lee-on-Solent.

Unfortunately the seeding of the draw, based on the 1954/55 season, was upset in no mean manner, and the finalists were two newcomers to Command Squash.

Lieut. Packard of R.N.A.S. Ford defeated Lieut. Skinner of R.N.B. Lee by 3—0.

The Command team, for the Inter-Command championships did well, but were not able to come away victorious. They were:—

Lieut. Packard (Ford), Lieut. Jones (Lee), Lieut. Cox (Lee), Lieut. Skinner (Lee), Lieut. Ramsey (Lossiemouth).

The Command finished third with six games to their credit.

Congratulations to H.M.S. Daedalus on winning the Portsmouth Knock-out Squash championships by defeating H.M.S. Dolphin in the final.

## The Month of April

In the May issue of NAVY NEWS it is hoped to bring you an account of both the Football finals, the results of Phase II of the Royal Tournament and how the Command boxers fared in the Navy championships.

As the Command Sports News is intended for everyone in the Air Command, any special items of interest or questions regarding sport will be welcomed. Remember the address, Staff P.T. Office, Flag Officer Air (Home), Wykeham Hall, Lee-on-Solent.

## COMMAND NEWS

(Continued from page 3)

course, after an exciting game, they were beaten by five to one.

Now we are putting away our boots and sharpening our cricket bats—the flannelled fools are about to come into their own. Sailing boats and gear are being overhauled ready for the season and rooks are nesting high—Spring is "a-cumen in," and very welcome.

## R.N.A.S. BRAWDY

THE LAST month has been one of intensive flying at Brawdy and for the first time all our armament practice ranges have been in use simultaneously—Air-to-Air, Rocket Strafing, dive and low-level bombing. This programme has called for some very heavy work, especially from the armourers and range staff. It has paid good dividends for some remarkably good results have been achieved by the first-line squadrons completing their work-up here before embarking.

We have had a number of distinguished visitors here. In order of appearance: Rear-Admiral G. Wilmshurst, C.B., retiring F.O.F.T.; Rear-Admiral C. Evans, C.B.E., D.S.O., D.S.C., the present F.O.F.T.; Admiral Sir Mark Pizey, K.B.E., C.B., D.S.O., C-in-C. Plymouth; Rear-Admiral M. L. Power, C.B., C.B.E., D.S.O., F.O.A.C.

Also Capt. M. L. Crawford, D.S.C., of the Royal Naval College, Dartmouth, called to see the Cadets who are on the Air Training Course with 727 Squadron.

Cadet R. G. U. White was recently rescued from a very rough sea after a ditching in a Sea Patrol off St. David's Head. Cadet White was sighted in his dinghy by a Sunderland from Pembroke Dock and our helicopter picked him up by the Scoop Net. He said to the helicopter pilot, "I'm very glad to see you, sir," for he had been in the cold sea for about half an hour having inflated his dinghy by hand.

Recent sporting successes include the winning of the H.A.C. Flyweight Boxing Championship by Signalman Coquerel. Cook Wray was runner-up in the middleweight division.

## H.M.S. COLLINGWOOD

AS THE winter sports season closes, we in Collingwood look back with some pride in bringing the "Triple Crown" of Navy cups to one establishment for the first time. The "crown" was completed by beating Air Command in the soccer final at Fratton Park, having already beaten Royal Naval Air Station, Culdrose, at both basket-ball and hockey.

The 1st XI soccer team is hoping to pull off a cup and league double. They are sitting on top of United Services League, Division I, at the time of writing, and they are also in the A.F.A. Cup senior semi-final.

Besides the three Navy cups, there are eight command cups now in Collingwood's possession, including two cross-country cups, the Cruising Cup, the Samuels Trophy and the Athletics Cup.

Our Cadet Corps has followed in "father's" footsteps in winning the Inter-Cadet Corps Soccer Cup.

Other "pot hunters" went after and won the Portsmouth Drama Cup with the second act of Rattigan's "The Deep Blue Sea," in one of the closest competitions ever.

The artificer apprentices of Collingwood have made contact with their opposite numbers at the Army Apprentices' School at Arborfield, near Reading. In the first of what is hoped will become an annual "Olympiad," Collingwood won by 4½ matches to 2½ in the seven sports played—basket-ball, boxing, cross-country, hockey, rugby, shooting and soccer.

St. Vincent and Collingwood already enjoy a very close acquaintanceship, fostered not only by sport but also on the anniversary of the Battle of Cape St. Vincent, in which our names were so closely linked. We shortly expect to become "friends" when the electrical juniors start their training at St. Vincent.

The annual report of South London Blood Transfusion Unit for 1955 has just been received. We note that Collingwood came out well with 2,217 pints donated. This was the highest of all the Naval establishments and second only to the R.A.M.C. Depot, Crookham, in all the Service establishments in the South of England.



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# Classified Advertisements

## HOUSES FOR SALE

**DETACHED HOUSE** in the best residential district of Chatham; 3 bedrooms, garage and attractive garden; price £3,400 or near offer.—Rev. W. J. E. Tregenna-Piggot, R.N. Barracks, Portsmouth.

**SEMI-DETACHED HOUSE**, 2 reception rooms, 3 bedrooms, bathroom, with water heater, kitchenette, separate wash-up water heater, inside and outside w.c., glazed veranda, garden shed, garage with concrete drive; well maintained inside and outside; many extras; price £2,350.—Apply 333 Highbury Grove, Cosham, Portsmouth.

**DO you desire house ownership?** Why pay excessive rent. House purchase with endowment assurance with reduced premium by naval allotment ensures security for the future, 90 per cent to 100 per cent, loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville Hants.

**NEW SIX-ROOMED HOUSES** for sale, Blackbrook Farm Estate, Fareham (off Gudge Heath Lane). Architectural designed in highly desirable and elevated position. With or without garages to suit applicants. All modern fittings provided. Completed houses available for inspection. Choose your own site. From £1,975 freehold, including all services, 95% mortgage available.—Healy & Evans Ltd., 22 Oak Road, Fareham, Hants. Phone Fareham 2373 or Fareham 2556

## ACCOMMODATION

**TO LET**, self-contained furnished flat, Devonshire Avenue; own kitchen; no children.—86 Orchard Way Southsea.

**FULLY FURNISHED FLATLETS**, own kitchen; vacant for short periods only; from 2 gns. weekly. No children.—38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

**FURNISHED SELF-CONTAINED FLAT**; no linen or cutlery, long let preferred; sorry, no children; £2 5s inclusive electric light.—176 Walmer Road, Fratton.

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**TWO FURNISHED ROOMS**, usual facilities; moderate rent.—3 Berestford Road, North End.

## HOLIDAY ACCOMMODATION

**SELF-CONTAINED FURNISHED FLAT**, full fortnight, August 26 to September 8. Two adults, 1 child, £8 8s, inclusive.—31 Wadham Road, North End, Portsmouth.

## CARAVANS

**FORGET ALL YOUR CARES AND RELAX** in a well-equipped 6-berth caravan situated in the New Forest, which you can hire for a modest fee. Children are welcome.—For particulars, Mrs. A. K. Whitaker, 58 First Avenue, Farnborough, Cosham.

**BERKELEY** residential 4-berth caravan for sale on site. Lean-to, bath, toilet, £325 or near offer. H.P. arranged.—Thorne, Albany Site, Stubbington Lane near Farnham.

Classified Advertisements may be placed at:

**Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth**

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1955 Morris 8 h.p. 5-cwt. van, new engine; immaculate condition ..... £225

1937 Singer 9 saloon, excellent condition ..... £95

1951 Ford 8 h.p., Anglia, black, red interior; sound condition ..... £295

Several cars, medium horse power, from £50 to £150

Hire-purchase and Insurance arranged

## MOTOR CYCLE

**JULY, 1953**, Triumph Thunderbird, 650 c.c., spring hub, dual seat, leathers, windscreen with Watsonian saloon sidecar; genuine mileage 4,500 only; lovely conditions; Competition T. & L. Owner bought car: £195.—Radmore, 55 Elmhurst Road, Gosport.

## MISCELLANEOUS

**SUBMARINE SOUVENIRS** wanted for museum. Instruments, fittings equipment purchased. Anything connected U-Boats wanted.—Summers, Red Lion, Penley-on-Thames.

**TAXIS**, Ajax. Phone: 4304, 71240 2-hour service, 10 Hyde Park Road (close Guildhall).

**FOR SALE**, several items of equipment from laundry and dry-cleaning plant.—Apply to Welfare Secretary, R.N. Barracks, Portsmouth. Phone Portsmouth 74571 (extension 2579).

## CROSSWORD NO. 19 SOLUTION

MARCH, 1956

**ACROSS**—1, Badminton club, 10, Heron, 11, Excel, 12, Outcome, 16, Urn, 17, Apt, 19, Index d, 21, Growing, 23, Gatings, 25, Bandage, 28, Kin, 30, Eon, 33, New cast, 37, Rodin, 38, Token, 39, Sterling areas.

**DOWN**—2, Airy, 3, Minor, 4, Next, 5, Otto, 6, Cheap, 7, Unco, 8, Shooting stars, 9, Flying lessons, 13, Undergone, 14, 27, Citric, 15, Marriages, 16, Use (from ensued), 18, Tow, 20, Dot, 22, Ina, 24, Ink (from knifed), 26, Dun (mow fitch), 29, Inner 31, Otter 32, Adit, 34, Wadi, 35, Agor, 36, Skua

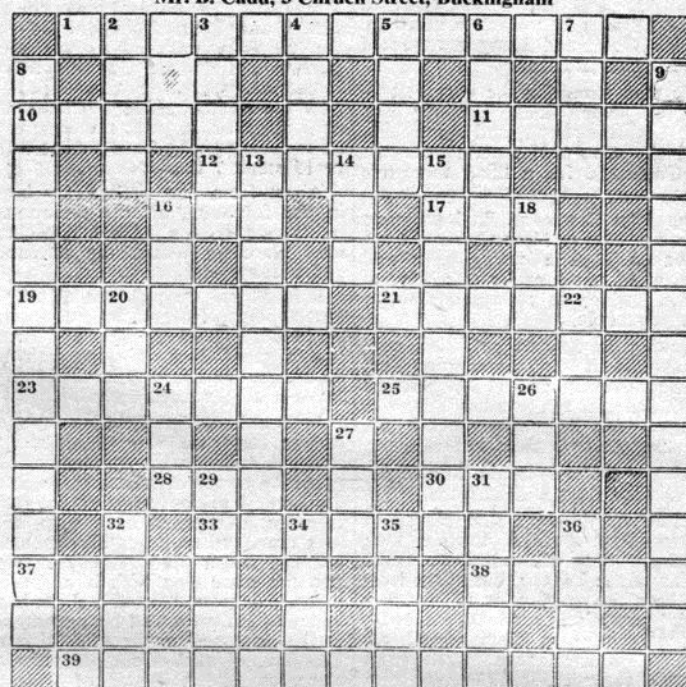
## Navy News Crossword—No. 20

(Contributed from R.N. Air Station, Anthorn.)

A prize of £1 1s. will be given for the first correct solution opened on April 26

The winner of last month's crossword was:

Mr. B. Cadd, 3 Church Street, Buckingham



### CLUES ACROSS

1. One leg of knowledge? (13).
10. Much less than half-lane, so to speak (5).
11. Trust a swallow to get past it (5).
12. N + (7).
16. Given an extra head, it could not sting more (3).
17. See 33.
19. Test Una (anag. 7).
21. A big mat in an opening (1, 6).
23. A sleeping ship could hope to do this at anchor (3, 4).
25. Hide in this part of an island (7).
28. Capture her in confusion without any remedy (3).
30. You can watch closely from this pylon (3).
33. No lively 17 (4, 3).
37. The Chaplain would be upset with this hanging here (5).
38. Less than before (5).
39. Pancho D? He can't make his mind up (4, 3, 6).

### CLUES DOWN

2. Not far from the Tyne area (4).
3. One to one? (5).
4. Directions in a river (4).
5. He is soundly at the centre of the revolution (4).
6. Do employ the snuffer (5).

7. A lady of religion is; but then there is nothing in it (4).
8. Having doctors as legal guardians? (8, 5).
9. One of the highroads of music and film fame? (3, 2, 3, 5).
13. What Kismet's key can do? (4, 1, 4).
14. 27. Container of proverbial similarities (3, 3).
15. Do it with elbow for a bright result (3, 6).
16. Where fifty men left an illness on an island (3).
18. A body of water could certainly have one. It might stretch far (3).
20. Pleasure craft are found in this river, and vice versa (3).
22. "Leg before," maybe, or way behind (3).
24. But a forester would be one to remove it from a tree (3).
26. Rob's from the book and gets rich on the B.B.C. (3).
27. See 14.
29. Not a mark on the lead (1, 4).
31. Level-headed parent often associated with flowers (5).
32. For clean sea-bathing, should we go here? (4).
34. River between the wickets (4).
35. A muddled case of international co-operation in short (4).
36. It would presumably have a Scots captain on the compass platform (4).



Ordnance Artificers' Ladies' Night

(Photo: Geo. T. Crouch)

## H.M.S. EXCELLENT

**ON FRIDAY, MARCH 23**, the Ordnance Artificers of H.M.S. Excellent held their first Ladies' Night, and the immediate reaction has been the question from the ladies: "When can we come again?"

This marks the success of an enjoyable evening which comprised a dinner, followed by a concert party and rounded off by dancing until 2330.

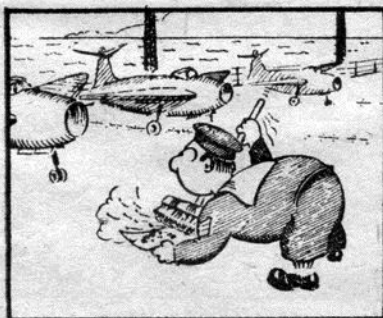
Guests of the Mess included Cdr. and Mrs. Callaghan and Lieut. and Mrs. Herriman.

## 5-GUINEA PRIZE WINNER

The Judging Panel of our "WHATSHISNAME" Competition has selected, from the many entries, a suggestion by E. Woolf of Manchester, and the name for which Mr. Woolf receives our cheque for five guineas, is

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